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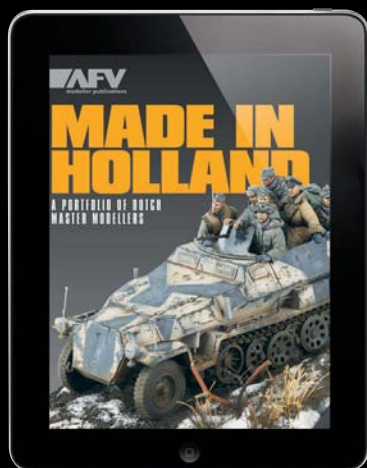


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CONTENTS

- | | |
|----|--|
| 2 | Aero L-29 Delphin
HpH's 1:32 scale resin kit modelled by Zdenek Sebesta. |
| 12 | Connie the Sharp Article
Michel Gruson describes how he modifies the 1:48 Tamiya Me 262 to a 262A1a/U3. |
| 20 | Seafire 47
The Airfix 1:48 Postwar Seafire modelled by Maciek Zywczyk. |
| 28 | Douglas Dauntless SBD-3
Megas Tsonos describes his stunning reworking of the Accurate Miniatures 1:48 scale kit. |
| 38 | Hurricane Mk.1
Charles Whall builds the Pacific Coast Models Battle of Britain fighter. |
| 48 | Air Born
New releases. |
| 58 | D-510
The 1:32nd scale Montex resin kit as modelled by Jean Barby. |

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AERO L-29 Delfin

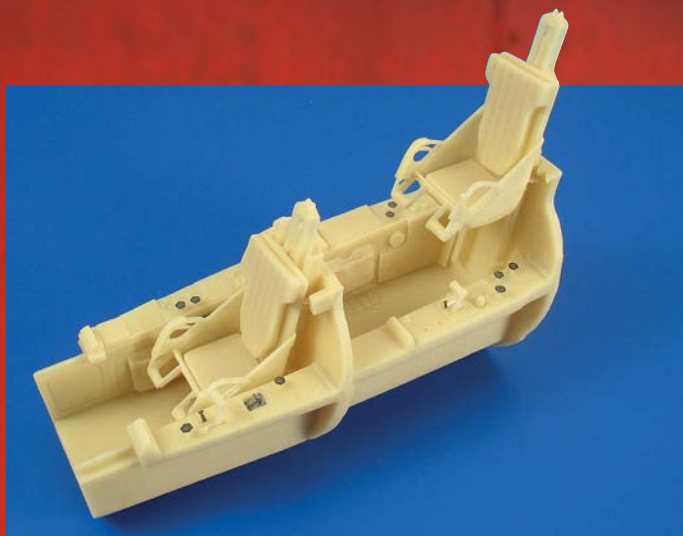
Modelled by
Zdenek Sebesta

HpH KIT

1:32



The first prototype of the Czechoslovak trainer aircraft L-29 Delfin took off on the 4th of May 1959. Ten years later the Kovoavody Prostějov company (KOPRO) started producing the first Czechoslovak plastic kit of the L-29 in 1:72 scale. It was one of the largest produced kits, reportedly with more than one million manufactured units. Forty years after that, a new L-29 kit appeared on the market, this time in 1:32 scale, and again produced by a Czech company HpH. Released in a typical box from this manufacturer, in this case with a black & white photo on the cover, the box is literally filled to the brim with resin parts. At first sight the kit has stunning detail and design. The box contains 198 cream resin parts and 14 clear resin parts. There are also four photoetched frets in the kit, made by Eduard; three of which are pre-coloured. The main parts are covered with finely engraved recessed lines and rows of rivets.



I started the model construction by working on the cockpit tub. Both cockpits are manufactured in such great detail that there was no need to add anything else. It was sufficient to follow the instructions which were clear and easy to understand. The instrument panels are composed of coloured Eduard photoetched parts and I had great fun assembling the seats, especially the seatbelts. The seatbelts are provided on two identical photoetched sheets and there are numerous parts for each seat. The resulting impression is of course perfect! The assembled seats fit perfectly into their rails. The canopy is separately moulded from clear polyurethane. It is crystal clear and without bubbles and the kit contains a yellow masking film

for masking the canopy.

I decided to open some of the access covers on the fuselage and the nose compartment of the aircraft containing the battery and the oxygen bottles. Using plastic, thin metal sheet, and wires, I made new details visible after opening the access covers. I made a new nose cover by vacuum-forming a thin plastic sheet over the original resin part. I then painted interior surfaces, the predominant colour was that of the original material (dural-aluminium). Only the cockpit and the wheel bays were painted light grey. In addition, the wheel bays were sprayed, with a degree of shading, a little darker than the cockpit. The battery located in the nose is painted in an olive

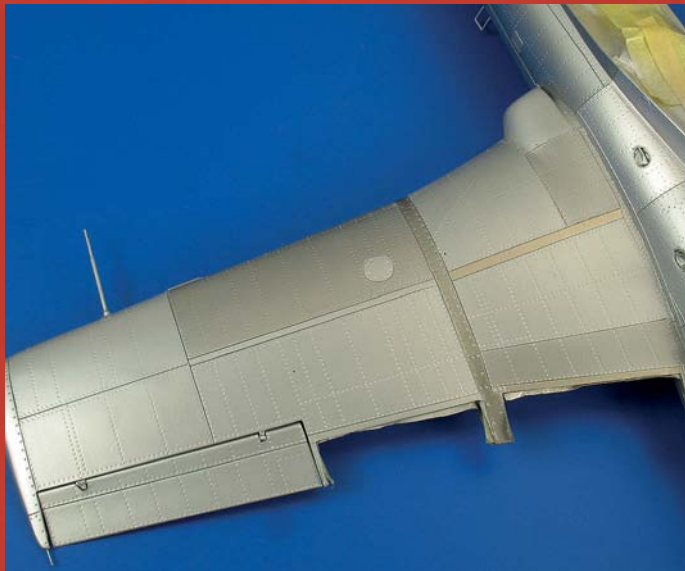




green colour and blue oxygen bottles have black tips separated with a white stripe. I used Vallejo paints for colour details. I made the information table on the inside cover of the battery compartment, measuring approximately 7x8 mm in this scale, using a decal. I drew the table in Corel Draw on my computer and printed it onto a white decal paper for laser printers made by PROPAGTEAM. I then placed the weight into the nose of the kit before closing the fuselage. The weights are supplied in the kit and are made to fit under the cockpit floor and under the nose cover. Therefore I had to cut the nose weight into small pieces and place it in the space between the front instrument panel and the front battery compartment. Because the weights are calibrated by the manufacturer the model stands on the front undercarriage but at the same time is not too overloaded.

The wings are cast in one piece with separate flaps and ailerons, only the area of wheel bays is covered with a separate skin part. The wheel bays are sufficiently deep and it was only necessary to add wires. Helpfully the wiring location is shown in detail in the instructions, including the colour scheme. The undercarriage legs are reinforced with embedded steel wires. The wires are shaped in several angles, so they reinforce not only the main shaft but also go into the pivots holding the wheel and attaching the undercarriage leg to the wing. All control surfaces including flaps and airbrake panels on the rear fuselage can be glued on in any chosen position. It is necessary to first assemble the fuselage before inserting the engine nozzle part. All parts of the model fit together very well. The only somewhat more difficult phase is connecting the the wings onto the fuselage, however the struts attached to the fuselage bulkheads make this step easier.







After masking off the painted details, I proceeded to spray the entire model with a layer of Mr.Surfacer 1000. I decided to build aircraft No.1420 of the Czechoslovak Air Force from the second half of the sixties (by the way, it is the same scheme as the first kit by Kovoavody Prostejov). The aircraft was finished in the original natural metal colour with red accessories and black antiglare panel in front the cockpit. I used various shades of Alclad II metallic colours and included in the instructions, there is a scheme of colour differentiations for individual panels covering the aircraft. It is a very useful guide that lets you use 5 shades of metallic colour, from the lightest to the darkest.









You do not have to think too hard about which colour belongs to each individual panel. I sprayed the whole kit with a layer of aluminum shade Alclad II 101 and then, after masking particular panels, I sprayed on other colours / White Aluminum, Duralaluminium, Dark Aluminium. I sealed all surfaces with a layer of gloss varnish and applied decals. The decals include a full set of stencils. I used solutions Mr.Mark Softer and Setter by Gunze for better adhesion. After sealing the decals with a new layer of gloss varnish I highlighted the panel lines and rivets using a mix of Neutral and Dark Wash from MIG Productions.

In conclusion, this is still probably the best resin model I have ever built.

There is no other choice in order to model the L-29 but we can only look forward to other models from this manufacturer. For fans of the Czech Air Force, there is a L-39 Albatros kit in preparation, of course in 1:32nd scale.

References:

- 1.Triada,Ilustrovaná historie letectví , Nase vojsko 1992
- 2.Modelar Extra 9 magazine
- 3.Zlinek 1991/4 magazine
- 4.Letectví a kosmonautika 1975/20, monograph
- 5.Plastic kits revue no .11 magazine



Connie The Sharp Article

modelled by Michel Gruson



1:48



1:48th Scale Tamiya kit with CMK's conversion

Me262 A 1a/U3

It all began with a project that has been dear to my heart for quite a while: to build a scale model of an essential aircraft from World War II with everything open and dropped..... What better than a Me 262 with a touch of originality for this classic, the reconnaissance variant from the Watson's Whizzers!

TAMIYA, CMK, AIRES, VENTURA:
a great cocktail!

I chose the Tamiya kit for its finesse and its easy assembly. For its conversion to a Me 262 A-1a/U3, I chose the resin CMK set. For the rest of it I used the complete Aires

resin detail set a substantial amount of work! The set is made up of 129 parts of which 37 are photo-etched. To be honest when you consider the proportion of plastic and resin, resin is definitely the winner. The level of detail of the engines is impressively sharp and precise; there are more than thirty parts and when assembled, they make a really great replica of the Jumo BMW. Note as well, that it's a wise choice for the leading edge slats to be in the dropped position for a realistic touch when the aircraft is on the ground.

For the markings, I used the Ventura decal set No V4859 that includes 4 markings of different aircraft that were captured by the allies, of which the white No 25 "Connie The Sharp Article" belonging to the Watson's Whizzers, which I chose for this model.



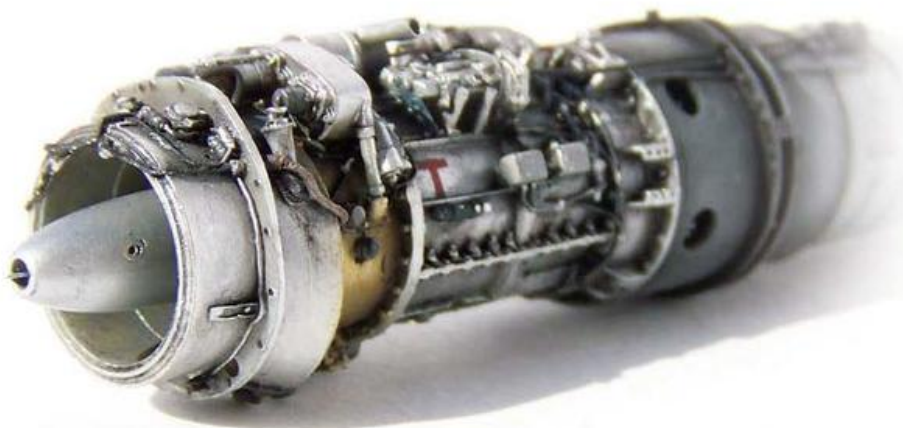
Preparation before the assembly

This assembly begins with the rather long but indispensable task of cleaning the resin pieces....

An enormous job because of the sheer number of them. Everything needs to be carefully cut out with a fine-toothed razor

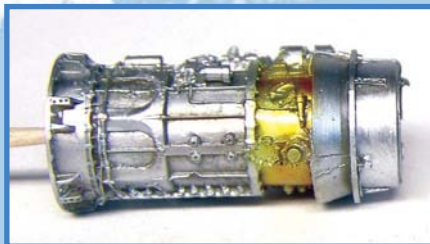
saw, then the parts are sanded and all the rough patches as well as any other minor faults are removed, prior to being washed in soapy water to remove the "grease" left over from the resin mould.

All I need to do now is start the assembly that begins with the two engines...

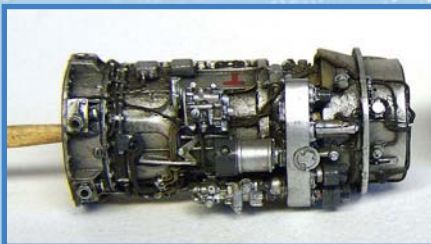


Engine assembly

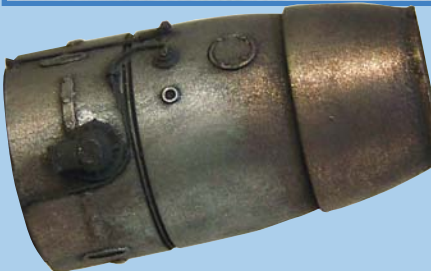
The starter and the compressor were covered with Rub 'n Buff using a paint brush, then the intermediate section was sprayed with Clear Yellow X-24 to tint the metal. The hoses and cables are painted with different colours of Prince August acrylic paint. CMK black pigments are applied with a brush on the whole thing, that is then rubbed with an eye shadow brush (after asking the Mrs of course). This deposits the metal colour on the protruding parts and therefore gives it depth. It's only after this stage that other cables and hoses are added using lead wire painted black and brown.



The Jumo engines get a layer of Rub'n Buff applied with a paintbrush; Clear Yellow X-24 is then sprayed on the part at the front of the compressor before doing all the details with Prince August acrylics. To weather the whole thing, dark CMK pigments are added using a brush and the raised parts are "wiped".



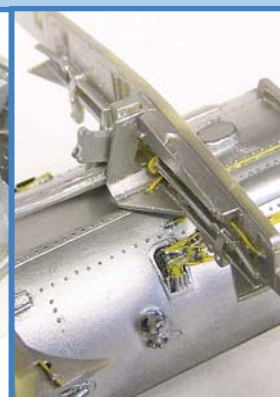
The ceramic cones are painted cream before being sprayed with a highly diluted brown-black paint mainly at the extremity of the wing to produce a "burnt" effect. The combustion chamber is painted matt black which is lightened by randomly spraying it with white. White pigments are drybrushed on the protruding parts.



The nozzles are treated with different tints of Rub 'n Buff: Pearl Blue for the front part, Silver Leaf for the middle part and finally Spanish Copper. Particular care needs to be taken to blend in the different tints where they meet and to create the effect of metal having been heated to different temperatures.

Cockpit assembly

Aires offers added details improving on the original one, which is very well made all the same. To complete the details, a few cables from lead wire are added. The interior of the cockpit is sprayed with XF-63 that is slightly lightened with XF-18. The consoles, switches and cables are painted with different colours of acrylic Prince August paint using a fine paint brush. Then the whole thing is weathered using CMK pigments. Some Rub 'n Buff is applied on the outside of the tub as well as on the internal sides of the fuselage. All this is visible from the landing gear bays underneath.



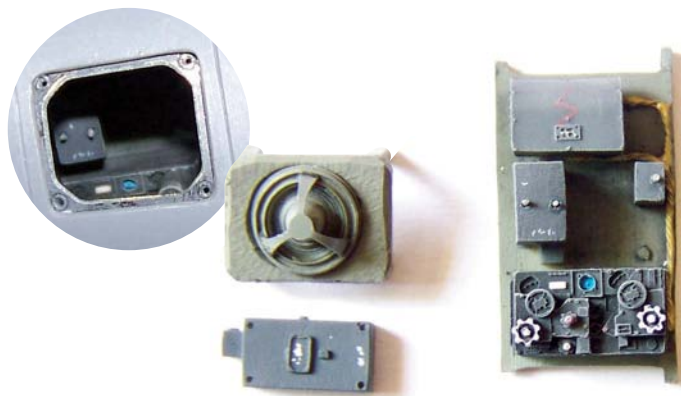
Landing gear

The landing gear legs are really well detailed. The brake lines and the hydraulic jack system hoses are added using lead wire, which gives the finishing touch. Then the entire gear is painted with green-grey RLM02 before using a conventional wash. A layer of matt varnish finishes this part off.

The wheels are completely covered with shiny black Tamiya paint. The rims are masked and matt black paint that is slightly lightened simulates the tyres, on which the red marks must not be forgotten. These are painted with the help of Tamiya masking tape. The whole thing is then generously brushed with earth-coloured pigments.

The lower part of the tub and the interior sidewalls of the fuselage need to be painted carefully as they will be visible from the main landing gear bays.





Radio compartment

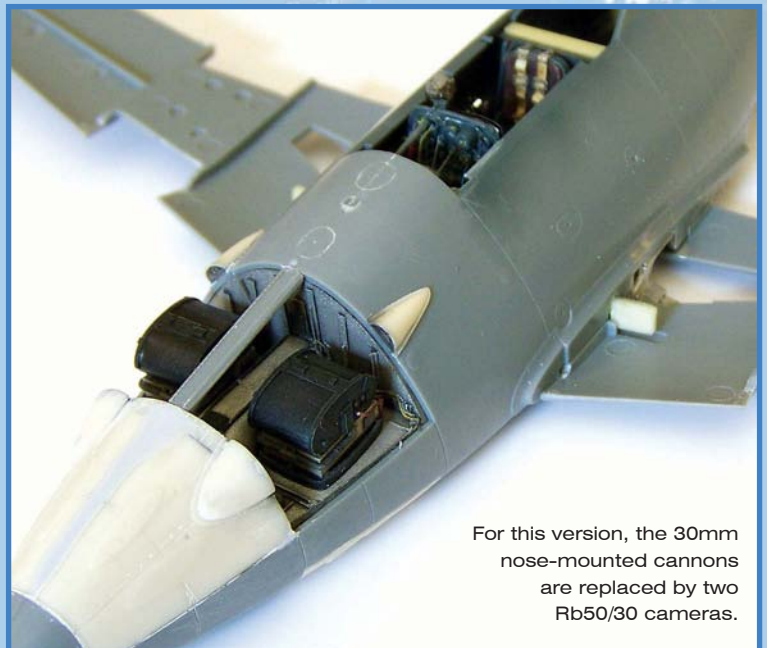
Aires also include the radio and the internal elements of the fuselage in their set. So that they can be seen, the access doors on the right side of the fuselage must be cut out carefully. Once created, the edges need to be tidied up so that the photo-etch frame can be added. The interior of the fuselage is painted aluminium. The various resin parts: radio, compass, and the back end of the reservoir, are painted in the following order, grey, RLM 02, black and finally with a mixture of yellow and green. Everything is treated with an oil wash for the weathering. All these elements are fixed into place before assembling the fuselage.

Fuselage

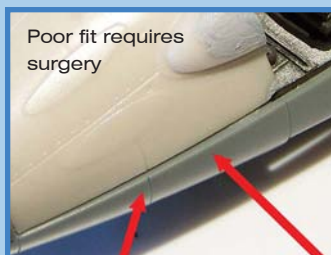
The fuselage halves may now be joined together, but don't forget to put in the Tamiya metal weight for balance for this tricycle undercarriage aircraft, which I decided not to replace with the Aires resin part. The cockpit as well as the inner sides of the fuselage can be fixed without any difficulty.

On this version of the Me 262, only one MK108 cannon was nose-mounted as the original compartment destined for the armaments was reserved for the reconnaissance system. However, in the present case and according to the only reference photo found in Bunrin Do No2 devoted to the "Schwalbe", we can note that this "Weisse" 25 wasn't equipped with any. So the part provided by CMK is not needed; the original part from the kit is therefore retained.

The CMK resin part that corresponds to the upper part of the nose with its large bulges, that is a feature of the reconnaissance version, needs some minor surgery. Indeed, the part is much narrower than the base of the plastic kit. Consequently, there's quite a large gap between the two that needs to be dealt with. To do this, I used a rather simple but appropriate solution. The CMK part is cut in the middle lengthwise and the two separate parts can now be easily and precisely adjusted to the base. Once they are glued, the only thing left to do is to fill in the gap created where the seam is with putty to erase all trace of the surgery.



For this version, the 30mm nose-mounted cannons are replaced by two Rb50/30 cameras.



Poor fit requires surgery



Photoetch detail added to the canopy





Camera compartment

The bay containing the cameras poses no problem for assembly. It's painted aluminium, as well as the interior of the doors. The detailing of the cabling is touched up with Prince August acrylic paints. The base of the cameras is painted creamy white and the base of the camera is painted black. The whole thing is then weathered with several shades of pigments.

The camera lenses are painted matt black. The lens itself is given a gloss black coat of paint, followed by a second coat of Clear Blue X-23; giving a rather convincing effect of glass.

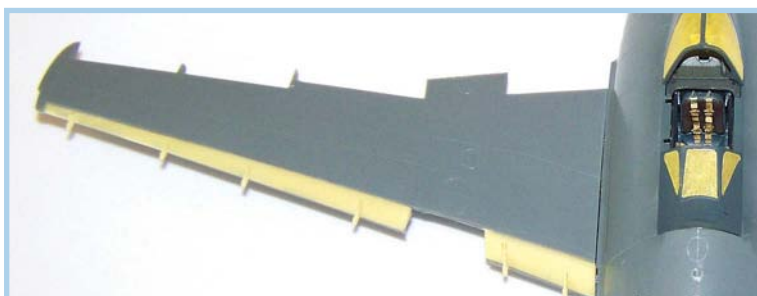
On the lowers covers, the windows, from where the photos are taken, are cut out of the transparent plastic card provided by CMK. They are then adjusted and glued before being polished with Emery cloth sheets of different grains (4,000 to 12,000) so that they become transparent again.

Wings

In spite of the severe cutting out that the wings had to withstand to fix the leading edge slats in resin, there is no real difficulty in assembling them and they fit into place easily. In order to vary the way the jet engines are positioned these cowls are represented in a different way. On the right, the upper side of the combustion engine chamber and the nozzle are covered by cowls. This implies that the Tamiya parts need to be cut out and severely thinned, especially at the cowl sheath covering the extremity of the nozzle which, in order to be inserted correctly, requires careful sanding.

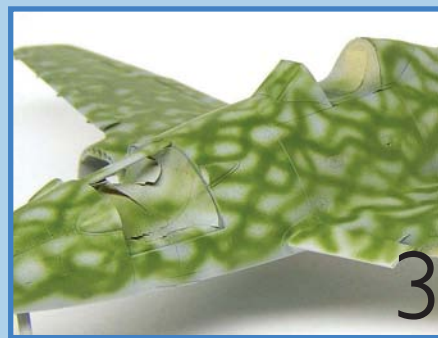
On the left side, only the cowl that surrounds the starter cone is fitted. Not without some difficulty as when preparing the resin parts, I cut them out very badly and had no other choice but to use the original Tamiya part, which to fit it correctly to the engine, needed a lot of tidying up. A very thin band of sticky aluminium foil is placed on the inner side letting it slightly stick out to represent the mount. The two access hatches are cut out and the doors are cut out from very thin plastic card. On the back of these, tiny reinforcements are added using plastic wire that has been stretched to make it very thin. On this side, only the part in resin supporting the left engine is added after having severely thinned it so that it fits perfectly into place.

All the joints are then inspected so that any gaps can be filled in with putty. Once this has been done, all the surfaces of the kit need to be cleaned to remove all traces of dust and grease.



Traces of the change of owner are still visible, especially on the fuselage where the "Balkenkreuze" can be seen under the new markings. These are painted using masks from the CMK decal set. As far as the swastikas and the crosses on the wings are concerned, a coat of paint was applied to cover them up completely. I took the liberty of using "Dunkelgrün", thinking that the Americans probably used paint that would have been stocked in the area at that time.

Painting



This "weisse" 25 of NAGr 6, based at Lechfeld, has typical ME 262A-1a/U3 camouflage, made up of RLM 82 Hellgrün and RLM 81 Dunkelgrün "snake" pattern, applied on the upper parts allowing the base coat LM 76 Lichtblau to show through here and there.

After masking the internal parts of the aircraft, the different flight control surfaces are glued temporarily in place to ensure the camouflage is continuous on the whole aircraft.

1 The painting may begin with enhancing the engraved panel lines in black.

2 Then the whole kit is sprayed with RLM 76, with the subtle addition here and there of the Gunze H 417 shade, lightened with a drop of white.

3 The Gunze H 422 "snakes" set the ball

rolling; they are sprayed using low pressure with highly diluted paint. Several passes are necessary to make the colour stronger.

4 Use the same procedure with Gunze H 421.

5 Traces of the change of owner are still visible, especially on the fuselage where the "Balkenkreuze" can be seen under the new markings. These are painted using masks from the CMK decal set. As far as the swastikas and the crosses on the wings are concerned, a coat of paint was applied to cover them up completely. I took the liberty of using "Dunkelgrün", thinking that the Americans probably used paint that would have been stocked in the area at that time.

Again, using the picture of this aircraft as a reference, we can see on the left side of the fuselage a panel entirely painted in a

single colour. Supposing that the right side is exactly the same, they are both done in the same way, marking off the contours using Tamiya masking tape before painting them with Gunze H 421. The cover that seals the end of the MK 108 cannon is also painted in the same way with the same shade.

Again using the masking tape, highlighting certain panels is carried out by spraying, as close to the tape as possible, a light dusting of highly diluted Deck Tan XF-78, taking great care to incline the airbrush so that the spray diffuses creating a gradual transition in colour.

6 A coat of gloss varnish is used to cover the aircraft before applying the decals that have been trimmed as much as possible. A second protective coat is then applied to seal them before beginning the weathering with a brown-black oil wash.



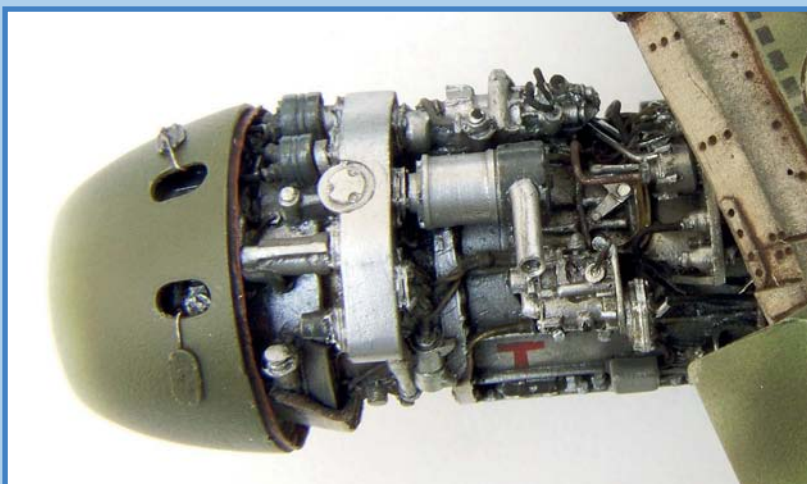
Certain wing and fuselage panels are highlighted to bring the model "alive". The lines are delimited with Tamiya masking tape before spraying a light coat of highly diluted XF-78 as close to the tape as possible.



Final assembly

This task demands a certain amount of precaution as when each part is glued the risk of a previously glued part becoming unstuck is high.

The trailing edge flaps, the landing gear doors, the rudder and the leading edge slats are fixed into place as are the different antennae under the aircraft. The loop antenna is made using a part from the photo etch sheet. Cut out and fixed into place it looks much better than the original one. To finish with the antennae, the wire is simulated with very fine elastane which has the advantage of being elastic and resistant to rough handling. The camera compartment doors and the removable glass cover are glued before completing this model with the two Jumo engines.



26



2 A 1a/U3



1/48 AIRFIX MACIEK ZYWOCZYK SEAFIRE

47



THE SUPERMARINE SPITFIRE IS ONE OF THE MOST FAMOUS AND BEAUTIFUL AIRCRAFT. AN UNUSUAL FEATURE OF THE AIRFRAME WAS ITS ABILITY TO ACCEPT ALL KIND OF MODIFICATIONS. THROUGHOUT THE WHOLE PERIOD OF WORLD WAR II IT WAS EQUIPPED WITH MORE AND MORE POWERFUL ENGINES AND ARMAMENT TO ALLOW IT TO COMPETE WITH INCREASINGLY SOPHISTICATED ENEMY AIRCRAFT.



INTRODUCTION

Development of the airframe continued into the postwar period, that was the case with the Seafire FR 47. The first planes of this version were delivered to units of the Royal Navy in 1947 and they were used in combat during the Korean war. Spitfires already in my collection are: a Mk. V, Mk. IX and Mk. XVI, all of them Merlin powered.

Use of Griffon engines caused a major outline change to the shape but still with Spitfire character, so one of late Spitfire marks had to be built. I was attracted to the Seafire FR Mk.47 mainly due to the contra-rotating propeller, although land-based machines paint schemes were much more interesting.

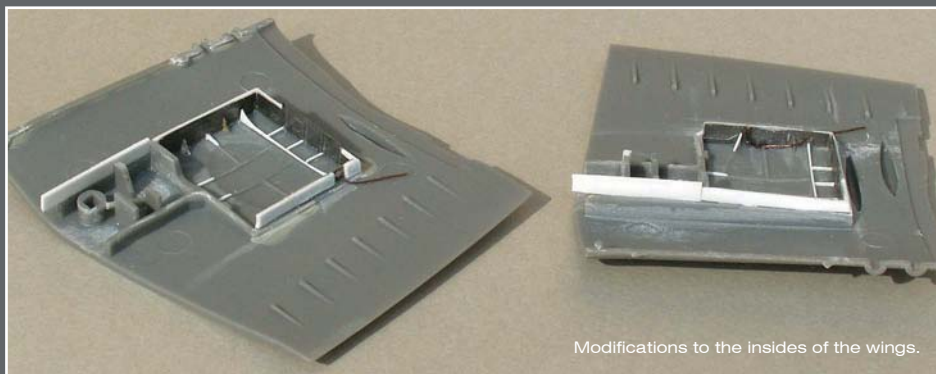
Airfix released this plane in 1:48 (my main scale) quite a long time ago. It's one of the best Airfix products, but more interesting was the Grand Phoenix Edition with resin parts and other extras. Unfortunately it was rather expensive and hard to obtain. Aires had issued some separate resin sets so I bought the original kit and could start assembly.

CONFIGURATION

I decided to use the Aires resin cockpit and Eduard etched fret. There is also an engine and wing fold set available, but I prefer models in the 'ready to fly' configuration. After dry fitting of main elements it became obvious, that folded wings would hide most of fuselage, so it would be impossible to see its elegant outline. I felt that most models of aircraft operating from aircraft carriers don't look interesting with wings up.

WINGS

Airfix kit allow to build Seafire FR 46 and 47 versions, which differed mainly in wings, the earlier version had no ability to fold. The kit includes parts for 2 complete sets of wings, the later version can only be assembled with wings up. I considered use of parts for earlier variant, but unfortunately bulges for armament and panel lines were different. It was easier to modify the FR47 wing, so plastic strips were glued to the lower joint area to enable joining with the outer wing parts. A wing spar was made from plastic to avoid potential troubles with dihedral in later stages of assembly. Upper wing parts were joined correspondingly, some sanding followed and panel lines were restored. This way wings were assembled unfolded.



Modifications to the insides of the wings.

Wheel bays were detailed with etched parts, some home made plastic strip elements and copper wire. They were sprayed with the same colour as underside camouflage - RAF Sky. Some washes and dry brushing followed and the wing halves were joined.



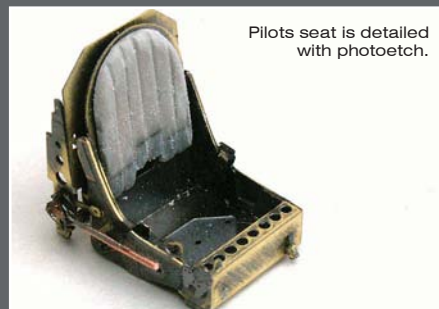
FUSELAGE

Pouring blocks of the resin parts were removed and any remains sanded off. Main components were dry fitted and bulkheads glued to the floor. The Pilot's seat was built from Eduard etched parts. It looks far better than the resin version but is bigger, so some trimming of the resin parts was necessary. I also used a combination of etched parts from Aires and Eduard to detail the sidewalls. All the interior details of the fuselage halves were deleted and the sidewalls thinned to accommodate the resin tub. All parts were sprayed matt black and grey paint dry brushed to pick out the detail. A red/brown mix was used to airbrush the seat, with small details painted in appropriate colours.

The sidewalls fitted well to the floor subassembly and were fixed with super glue. The fuselage behind the cockpit was empty so a very rough representation of camera was built from scratch. Not much can be seen through the small window, but at least something is there.

Joining the fuselage halves was not easy, because there were uneven gaps between plastic and resin parts. I'm not sure if it was my fault or poor fit of resin tub, but the problem was cured with some superglue and brute force. As a result, the fuselage is a bit narrow in the cockpit area looking from above, but it's not very visible on the completed model.

The landing gear, tail wheel, radiators and other parts were detailed with etched parts and some wire. The plastic rocket fins are too thick, so Eduard provided more scale correct items. There are numbers of them and they should be butt fixed. After the plastic fins were removed I made a template to set the rocket and metal parts in the correct alignment and fix them with glue. It didn't work terribly well because the glue tended to bond the whole thing to the template. The glue area is very small, so sometimes the fins flew away as well. Finally I managed to get them all in place, but it was very time consuming and frustrating task.



Pilots seat is detailed with photoetch.



Floor Details.



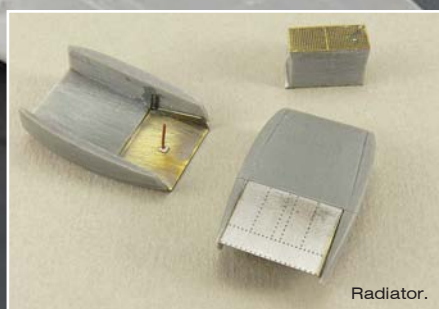
Sidewall Detail.



Landing Gear Detail.



Tail Wheel Bay Detail.



Radiator.

RIVETS

For some time there is a trend towards riveting models. After studying photographs of real the aircraft it seemed to me that in most cases, the rivets even in 1:32 scale are not visible, especially under a layer of paint. Nevertheless, the model is only a representation of reality and it should stimulate the imagination of the viewer. More and more models presented in magazines, contests and on websites appear with rivet imitation, so this feature becomes standard. The viewer gets used to it, a replica without rivets seems to be plain, giving the impression that it lacks detail.

I therefore decided to rivet my Seafire using a newly purchased riveting tool. I had already assembled entire airframe, and it would have been easier to do that before wings and fuselage were joined. I marked lines of rivets in selected areas with a pencil, then attached masking tape to provide a guide for the tool.

Some marks were impressed with a needle, and then the surface was polished with matting pad. It's quite difficult to achieve regular pattern, especially on surfaces with complicated shapes. Great care and practice is required. The first attempt came out not too bad, following models came out even better.



PAINTING

I liked the outline of late Seafire very much, but standard camouflage is less than eye-catching. Unfortunately there are not too many options, so I decided to paint the scheme supplied by Airfix. Decals were very thick and looked old and yellowed. I mainly use decals, but Montex provided a set of masks, so I decided to paint the markings. Masks for the transparencies are made from black foil with strong glue. They are great, after careful positioning they stick well to the surface and there is no danger of paint getting on unwanted areas.

First the entire airframe was airbrushed with a mixture of grey and reddish-brown (Humbrol 160) paints. Humbrol 123 was used for upper camouflage colour and appropriate surfaces masked off with tape, paper towel and some maskol.

The rest of the kit should be painted RAF sky, in this case Model Master 2049 (ANA 610) was used. I like to apply camouflage with some shading. Very diluted paint is airbrushed in the middle of each panel, creating patches. After a section is done, I start from beginning this time applying stronger coat in the middle of a panel and lighter in areas close to panel or rivet lines.

This way I try to create some shading, stronger on panel lines, lighter on rivet lines. Then a lighter coat of paint is sprayed over large areas to even the contrast a bit. In case of large panels with no rivet or any other detail, paint is sprayed irregularly to simulate paint fading.



Initial Mask.



Base for sky.



Sky Painting.



Sky Painting.



Camo Painted.



White Masks



Black Masks



Black Markings Added



Airframe Painted



After the airframe has dried thoroughly I started to paint the markings using masks. White was airbrushed to start, red and blue followed. Unfortunately white layer was too thick around edges, so some white was visible under blue after masks were removed. I was using masks for national insignia for the first time, so I learned something for the future. I was little afraid of how it would work with small lettering like "Royal Navy" and the serial numbers.

The whole mask was transferred to the model using masking tape, where the appropriate parts were removed exposing areas to be painted. Unfortunately, very small items, for example the inner areas of the letter O or digit, figure 4 didn't stick well and very easily fell off.

Some of them were lost, so had to be replaced. In addition, after this was done I noticed (a blessing in disguise - before painting!) that the wrong serial number was chosen. I had to repeat the whole operation. Finally black was airbrushed and masks removed revealing perfectly painted lettering to my relief!

Finally I covered the model with gloss clear varnish and after drying I could apply the stencil decals. They were hard to apply, but I managed to avoid silvering by use of decal solutions. They didn't conform to the surface, so had to be cut along panel lines and rivets had to be impressed. Next coats of gloss clear followed, sanding between coats removed decal film and paint edges.



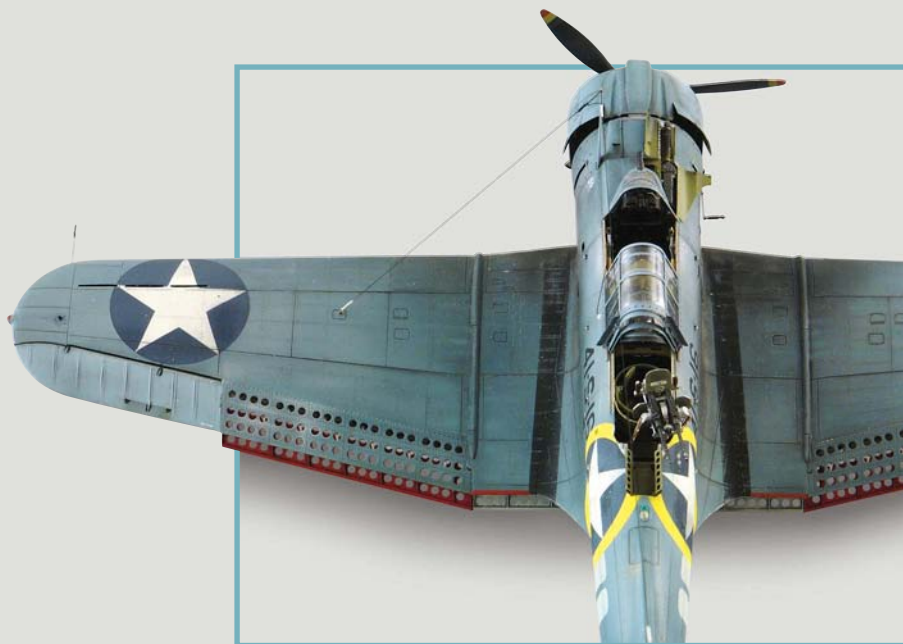
WEATHERING

The final stage of painting is very important as it can give a replica a desired look or spoil it. I made some washes with artists oil paint diluted with white spirit mainly around engine and bottom surfaces, where oil and other liquid leaks appear. On other surfaces the initial shadowing with an airbrush was sufficient. Next the whole kit was sprayed clear matt (Pactra) varnish and stains applied with a brush using various oil paints. Some dry brushing with lighter shades followed. For exhaust stains an airbrush was used. At the end of the model was coated with a mixture of matt and gloss clear Pactra. The Airfix kit is very good, but with aftermarket sets and some extra work a really great model of a Seafire can be built.





A two-seater crammed with detail is always a challenge and the Dauntless was the perfect choice for me due to its beautiful shape and small overall dimensions. I approached the subject with a wish to combine the best features of the Accurate Miniatures kit with the best parts from the detail sets now on the market. The aim was a finished model that would be a lot more life-like.

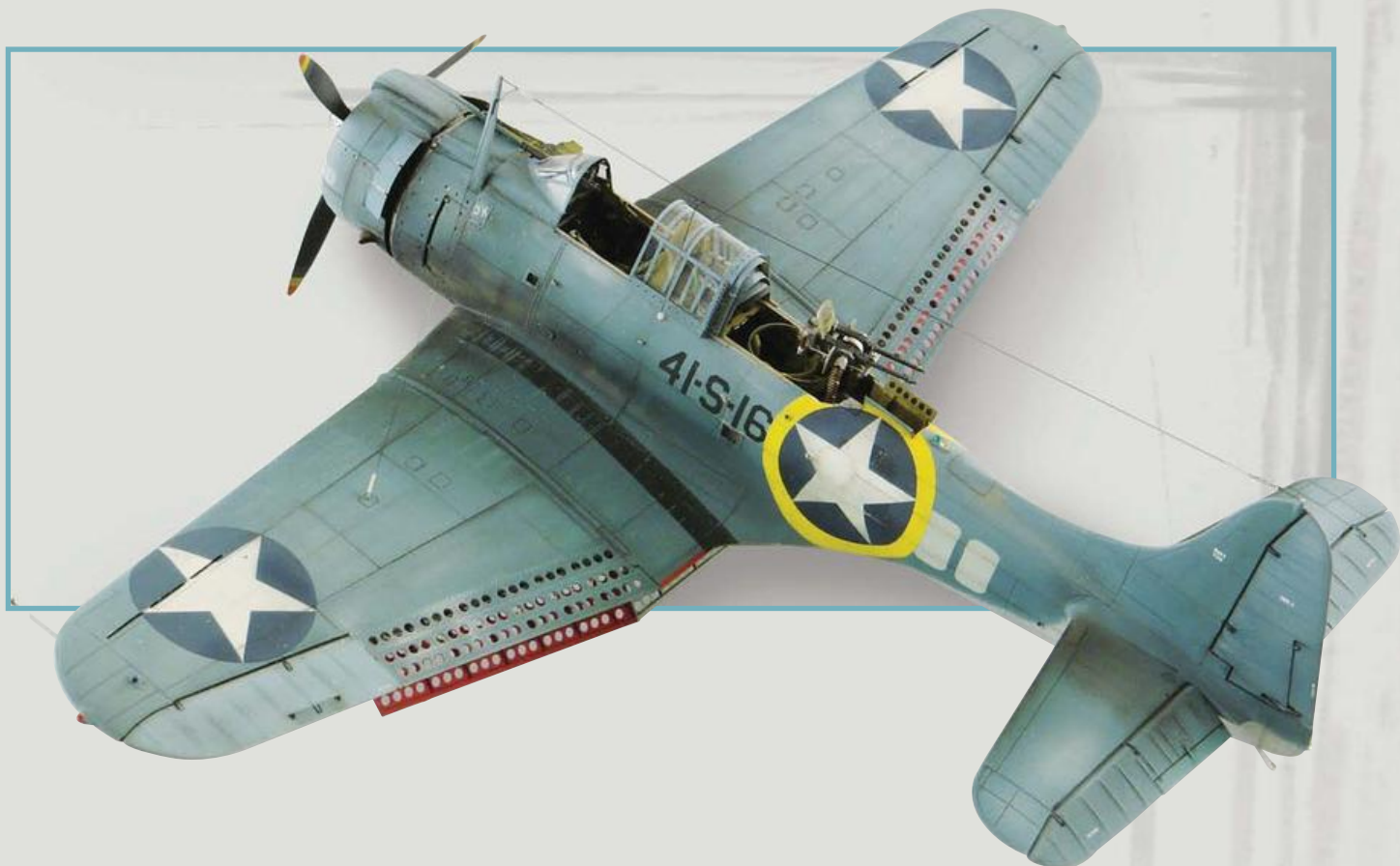


1/48 scale accurate miniatures

'dauntless' douglas sbd-3

by megas tsonos

additional photography by
nickos kavathas



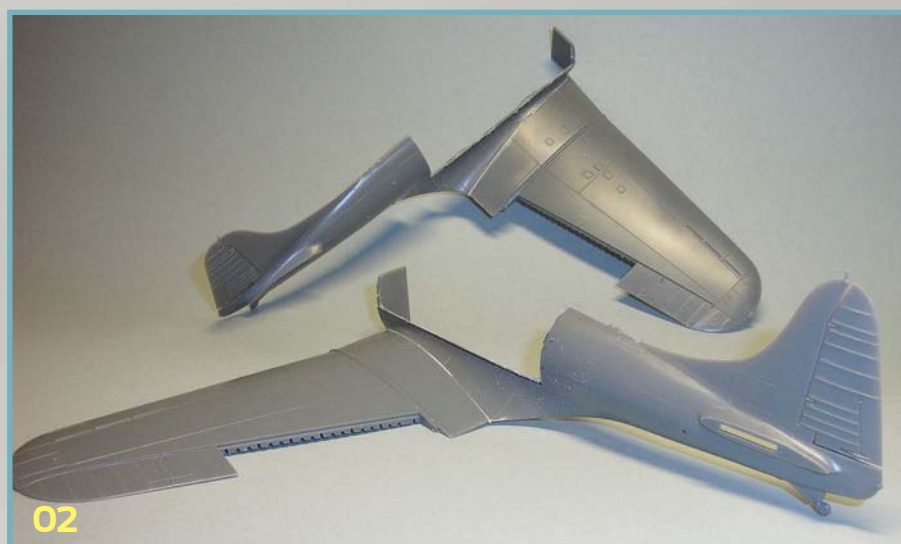
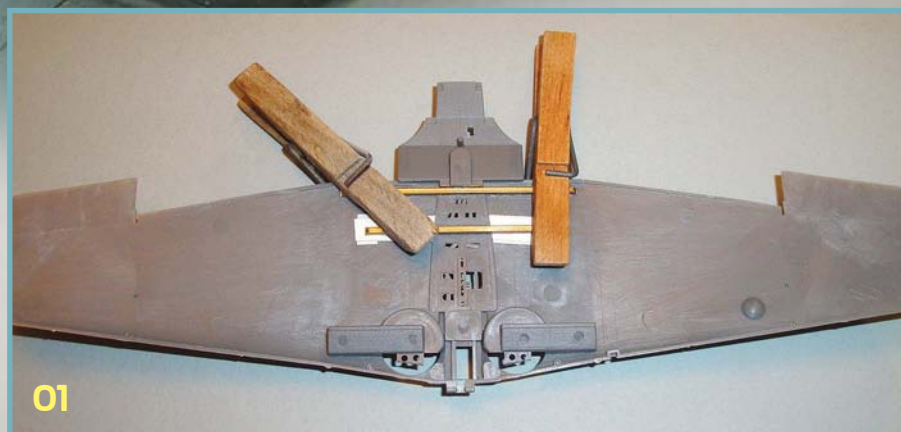


fuselage

The fuselage is constructed around the Aires resin detail set. This meant the removal of the kit's cockpit sidewalls and installation of the relevant resin parts. To do this without warping the fuselage I decided to join together the one piece lower wing to the upper parts and the fuselage sides with tape. I quickly realized that the lower wing part was already warped at its centre section. Two brass rods (**Photo 01**) solved the problem and the subsequent joining of parts revealed a gap at the upper wing-to-fuselage joints. Thin plastic filled the gaps and the upper wing parts were glued to the fuselage sides. The correct positioning of the parts is now ensured and the lower wing part is removed again and put aside.

As the interior detailing of the resin sidewalls was crisper than the kit's, the fuselage side panels in the cockpit area were cut away (**Photo 02**) and the fuselage fillets remained with the wings thinned out (**Photo 03**). Then, the resin cockpit sidewalls were put in place. But as the resin parts are designed for the Hasegawa kit, care had to be taken so that the opening at the point of the canopy rails is kept to the kit dimensions, which is wider than the Hasegawa kit. Plasticard added in the gaps (**Photo 04**) helped in completing the surgery.

Following the detailing of the cockpit and the permanent gluing of the fuselage halves together, Milliput was used for the final shaping of the sidewalls exterior.



cockpit

Work as usual started from the floor. The Accurate Miniatures floor is adequate though some gap filling with plasticard was deemed necessary, especially in the area around the pilot's rudder pedals (**Photo 05**). This would prevent from looking through the floor to the ground via the wheel wells!

The floor beneath the gunner's position was slightly 'lifted' upwards to meet the fuselage interior contour so as to close the relevant gaps at that point. The cockpit floor (**Photo 06**) and sidewalls were painted in shades of ANA611 primer to resemble the colour differences usually found between sub-assemblies put together at the production lines. The three dimensional look was enhanced with shades of pastel and oil colours applied with caution between the stringers and frames.

Detailing went on as usual but every detail was checked for its scale thickness and its position in the cockpit was always examined in relation to the next detail and so on. Remember, it is a small cockpit, many things to put in, and enough space has to be left for a pilot to 'fit and work' inside. One small example of this is the oxygen masks stowage and regulators, which had to be sanded down to almost half their thickness in order to look convincing in the cockpit. The real headache was the gunner's ring and seat which has to be circular and the ring's diameter, only a fraction less than the cockpit opening.

Accurate has made a small ring to cater for plastic thickness while Aires provided a ...oval one (!) to fit inside the even narrower Hasegawa SBD-3 fuselage. I used the kit parts for the gunner's seat and armour plates but replaced the plastic rods with small diameter steel tube. A brass ring was fitted at the top, and the resin backrest finished the assembly. (**Photo 11**)

The position of the ring was kept to close relation to the guns stowage compartment while at the same time enough space is provided for the guns ammunition box.

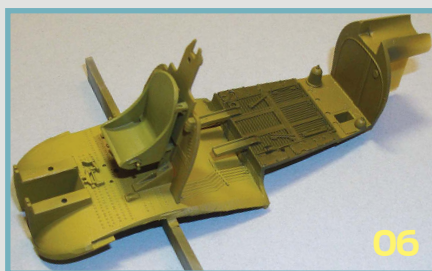
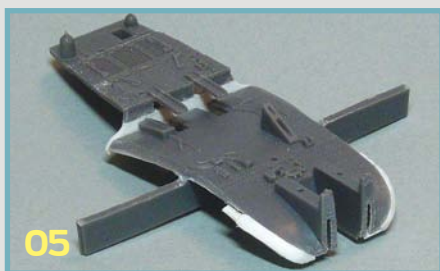
The SBD-3s in 1942 saw the transition from the single gun installation to the twin guns one. While in production the guns stowage compartment doors were deleted, in service machines could be seen sporting both pre- and post-modification doors. One such case was modelled here, to indicate an early and subsequently field-modified Dauntless. The ring, guns, and ammo belts were left for the end of the construction. The instrument panel was based on the Accurate Miniatures kit part which although good enough in itself, could be made even better if the Eduard pre-painted photoetched set was used. All surface details on the panel were erased with a small file (**Photo 07**), except the switchboard on the panel's lower starboard side which is excellent as provided by Accurate. Small details such as the air supply hose and a few information placards (**Photo 08**) completed the picture.

Some more detailing went into the cockpit, in the form of rods connecting the engine

controls between the pilot's and gunner's position (**Photo 09**), wiring and plumbing, details either poorly provided or not provided at all.

I decided to open the starboard front gun compartment after the fuselage halves were cemented together, its sides and bottom made from thin plasticard. Through openings in the compartment sides, the back side of the instruments could be seen so some extra detailing was added there too. (**Photo 10**)

Finally, the canopy and its railing was given special attention, as it is always the victim of plastic scale thickness, almost all kits of this sort, possessing very thick clear parts that when slid one beneath the other tend to distort the details underneath, and thus mar the cockpit appearance of an otherwise good kit. In order to make room for no less than four transparencies one atop the other, I used custom made photo-etched frames bent to shape. Only the top frame (the pilot's hood) and the innermost (the gunner's aft fairing) which is curved were actually fitted with clear acetate. Both intermediate frames were only painted and inserted in place. Thus the distortion was kept to a minimum and scale thickness was finally achieved. The canopy rails were made from lengths of small diameter Albion Alloys steel rod (**Photo 12**) and left unpainted. The Squadron vacform canopy set for the SBD is used for the windscreen transparency.



main planes (wings)

Obviously enough, the SBD mainplanes are comprised of a centre section onto which the two outer sections are bolted. The centre section is constructed as a single piece, its structure and skin passing below the fuselage to form the wheel wells. In the case of the model, the visible top skin at the leading edge of the wheel wells was remodeled to a better standard using Milliput and surfacer putty (**Photo 13**) in the process. Stringers were added, and the wheel wells themselves (**Photo 14**) were corrected in shape, again using Milliput. On the wheel wells sidewalls the detailing went further with the addition of the Eduard photo-etched parts for this compartment. Moving on to the outer sections of the

wings, the leading edge slots (three per side) were drilled out and their inner construction (**Photo 15**) was scratchbuilt with plasticard.

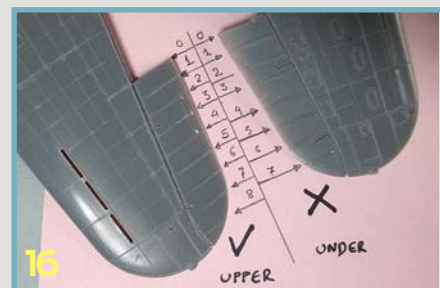
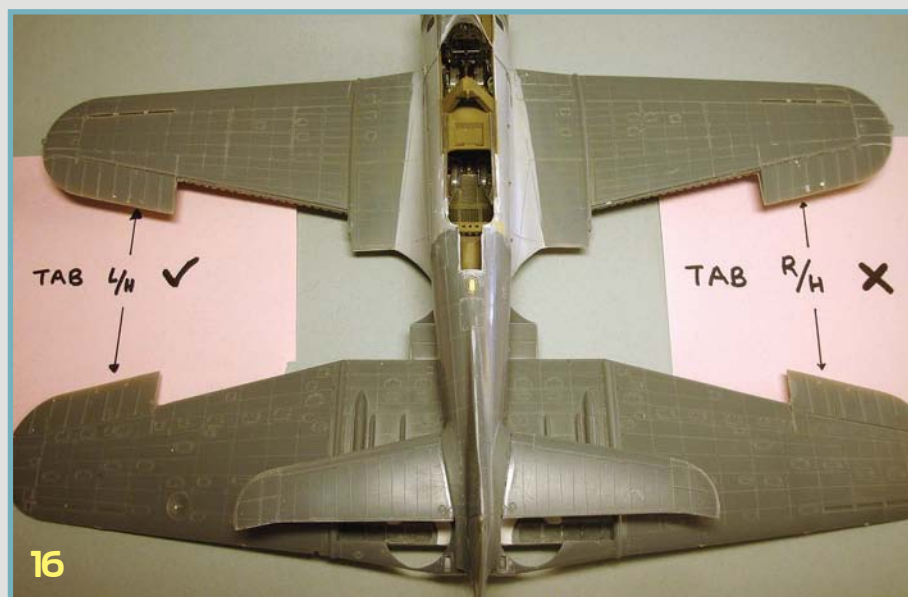
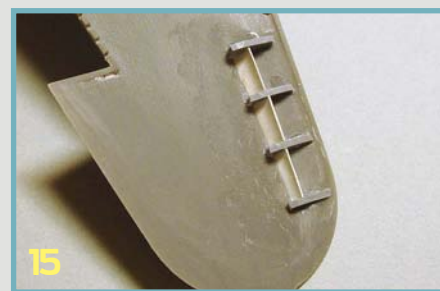
The landing light was drilled out and replaced by a more realistic one using a lens by Little Cars. The ailerons were thinned down as much as possible before cementing the wing halves together. A trim tab existed only on the left aileron trailing edge but on the kit it is erroneously repeated on the right aileron as well (**Photo 16**). This was blanked off with putty and the frames of the right aileron were restored to their full length towards the trailing edge. Moreover, the ailerons of the real plane had

8 frames each, within their structure.

On the kit, these are correctly given on the ailerons uppersurfaces but on the undersides there are 7 (**Photo 15**). Erasing the 7 frames and rescribing the ailerons with 8, using the ailerons uppersurfaces as a guide is a good way towards remedying this asymmetry.

The wing surfaces were 'riveted' before assembly thus making this task much easier.

After the wings were cemented together, a typical check for the correct wings dihedral revealed that the starboard wing was a little more 'raised' so a cut and sanding of the undersurface helped in lowering the wing to the correct angle.



flaps/dive brakes

The Eduard photo-etched detail set was used but as it is tailored for the Hasegawa kit the flaps/dive brakes are dimensionally smaller than Accurate's. To deal with, I used thin strips of plastic and putty, that filled the gaps at the dive brakes hinge lines and the sides adjacent to the ailerons. In this way, the dive brakes trailing edge was kept in line with the ailerons trailing edge.

On the aircraft, the upper surfaces (the dive brakes) were always in the retracted position on ground except, perhaps, maintenance reasons. Eduard provides their actuating levers for the deployed

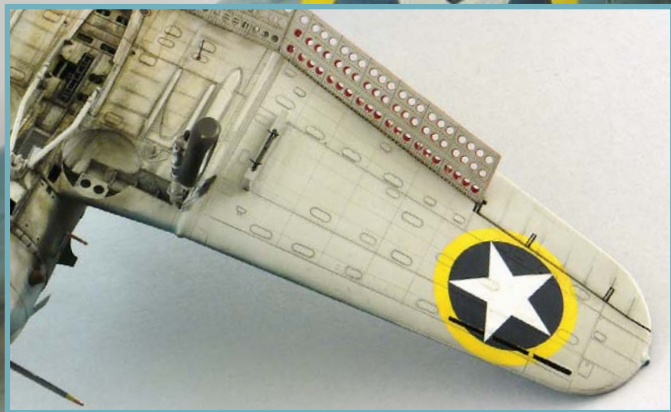
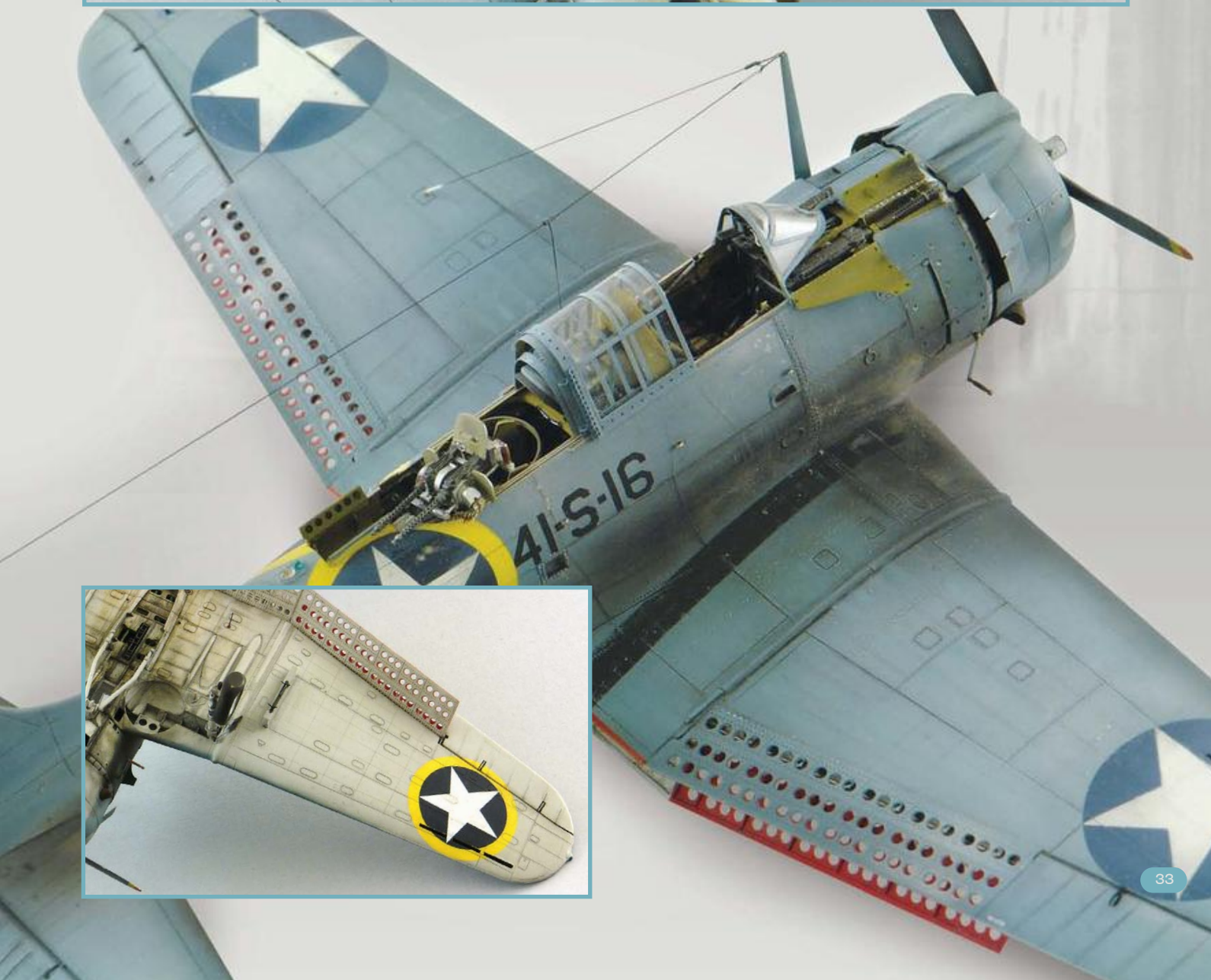
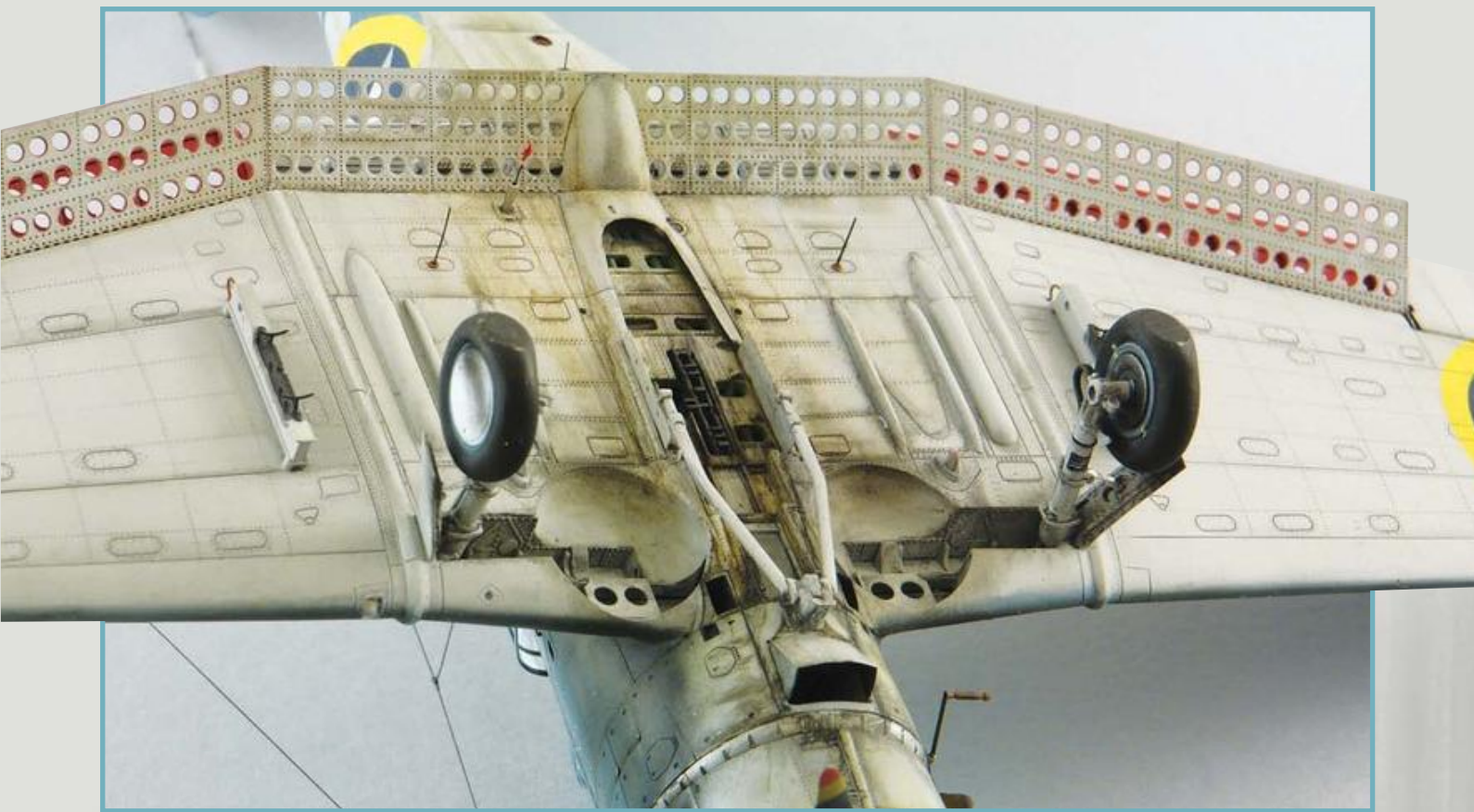
position and, although the length of the levers on the aircraft remained the same during operation, on the model the levers must be cut in length so as to lie flat under the -retracted- dive brakes surfaces.

As for the lower surfaces (the dive brakes that also act as flaps), their lowered position can only be viewed aesthetically, as these also are seldom seen lowered in contemporary photos.

The area that houses the central flap when retracted was reworked using sheet plasticard (**Photo 17**) to accept the relevant photo-etched part.

So, in my opinion, the only asset of this photo-etched set is its reduced thickness (by default!) and well perforated surfaces that cannot be easily, if at all, attained by the use of plastic.

Finally, the central flap was painted in the underside colour instead of red which is more commonly seen. In order to verify this, a contact with Mr. Greg Ward, the Air Zoo Senior Curator of Aircraft at the Kalamazoo Aviation History Museum was made. The reply was quite simple, since the SBD-3 Dauntless that resides there at the Zoo was in fact removed from Lake Michigan painted exactly that way.





18



engine

To start with, the Quick Boost R-1820 resin set was used. The SBD-3 was fitted with a Wright Cyclone R-1820-52 9-cylinder radial engine, producing 1000hp for take-off. The resin set has to be corrected before installation. On the reduction gearbox, the holes for cementing the valves pushrods **(Photo 18)** are erroneously given in front of the ignition harness ring instead of behind it.

A propeller governor has to be installed in a position between the top cylinder (No1) and the one on the right (No9) when looking at the engine from the front. Two air intakes must be inserted in the space between the four lower cylinders, namely between cylinders 4 and 5 and between cylinders 7 and 8 (numbered anti-clockwise). Finally nine air deflectors positioned at the top of the cylinder heads made of thin lead foil, completed the engine upgrading. The engine was painted in shades of Alclad metallic paints for the cylinders and in a dark blue colour for the reduction gearbox, weathered slightly and left aside to dry. Work moved on to the engine cowl, its neglected appearance needing more attention than usual.

A decent air scoop for the carburetor was made with the aid of plasticard and Milliput. The cowl flaps were removed and replaced by thin plasticard ones cemented in the open position.

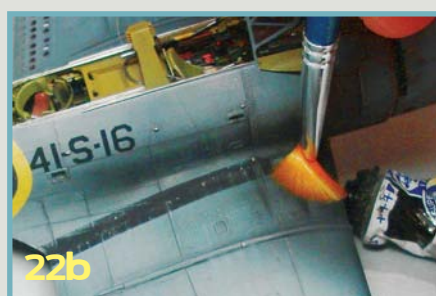
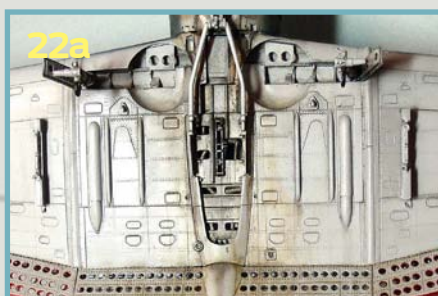
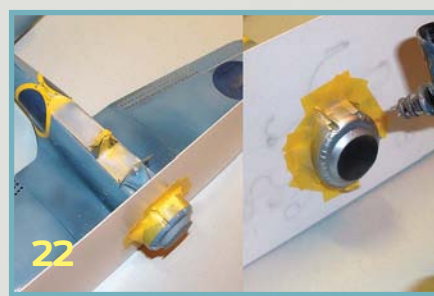
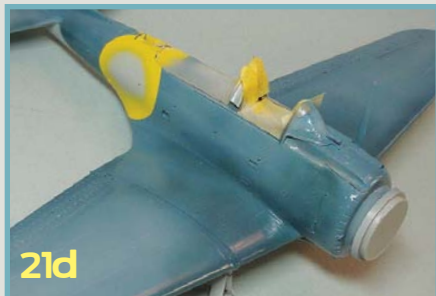
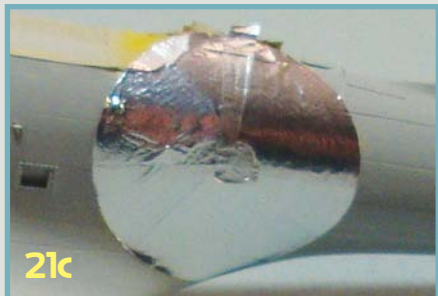
The cowling lip was made circular by sanding with sandpaper shaped accordingly. The top panel rear edge and the cowling trailing edge were drastically reduced in thickness **(Photo 19)**.

Finally, the oil cooler was given some attention. As the cooler intake scoop was provided in photo-etched form, an opening was cut out and the duct to the oil cooler front face was constructed using pewter. An oil cooler was also made though is difficult to be discerned, especially after the intake scoop installation.

The engine fitted nicely in the cowling and the painting of the assembly was made before installation, though at the same time as the rest of the model.



19



“ the weathering concept is based on the fact that the sun and the abrasive salty environment are always making a mess of the paintwork on aircraft operating aboard carriers ”

painting

All exterior areas of the model were cleaned thoroughly for a better colour adherence.

The perforated flaps/diver brakes interior was very carefully masked (**Photo 20**) with tape to prevent the sprayed paint from affecting the already red painted areas. The Xtracolor gloss enamel paints range was used, the colours used are mixtures and not just out of the tin. Contemporary color photography indicates severe fading of the SBD-3 upper surfaces due to the aircraft exposure to direct sunlight and salty environment. All colours were, as a result, made a few shades lighter thus keeping in line with scale effect.

I airbrushed the model with an overall coat of ANA602 Non-specular Light Grey (**Photo 21, A**), which could reveal any possible shortcomings on all areas affected by sanding and detailing. Next, the yellow surrounding of the national insignia was painted (**Photo 21, B**), its application being much thinner on a light grey background instead of a blue-grey one.

I masked the entire diameter of the insignias (**Photo 21, C**) on the fuselage and proceeded in painting of ANA603 Non-specular Blue-Grey (**Photo 21, D**). The colour coverage was made more intense towards the engine and wing roots, leaving the outer wing surfaces and tailplane more lightly coated.

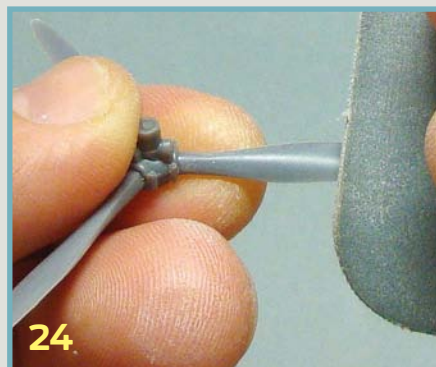
The insignia blue disks were next painted on all six places, and while the paint was drying, the engine cooling air outlet ring and exhaust shield (**Photo 22**) was painted in Alclad White Aluminum.

The six stars were painted to complete the national insignia at this point, a light grey colour mixed with white was found to be better than pure white, to cater for scale effect. I 'washed' the model at this point, painted the anti slipping surface at the wing roots and finished with the application of the fuselage codes decals. It must be noted that all masking was done with Bare-Metal foil which I found very helpful in following the curvature of the fuselage, when painting the relevant insignia.

Prior to weathering the model, the engine assembly was cemented in position. I gave the model a matt varnish using the Modelmaster Dullcote.

The weathering was performed with oil colours (**Photo 22, A, B, C**), while the exhaust stains were additionally airbrushed and then sanded lightly to achieve a more realistic effect. Finally the exhaust stains were enhanced with the use of dry pastels, rubbed softly with an old brush (**Photo 22, D**).

The weathering concept is based on the fact that the sun and the abrasive salty environment are always making a mess of the paintwork on aircraft operating aboard carriers. As a result, the weather-beaten and faded-out paint is easily stained during refueling, exhaust gases and oil stains also doing their part usually around the engine and walkway areas, dirt that is not easily washable, especially in wartime...



final assembly

The time came to pay attention to the smaller details. I attached the mainwheels and after a thorough symmetry check I cemented them in place with cyanoacrylate glue.

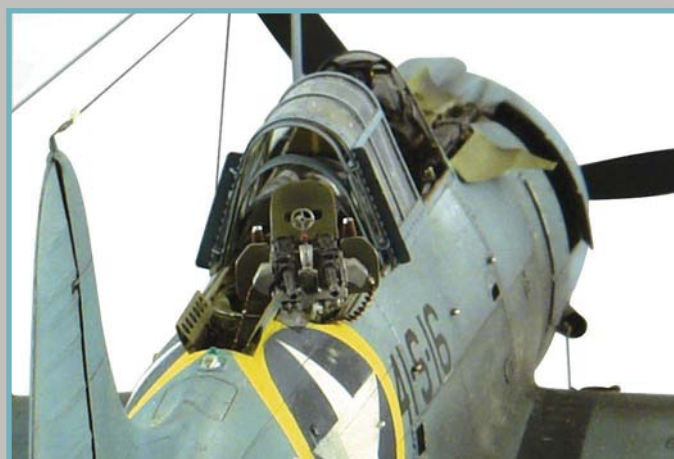
I assembled the twin gun installation using the resin sets and added some more work towards upgrading them.

The propeller was found in need of upgrading too. The blades were thinned with the help of a No11 blade (**Photo 23**), then smoothened with a wet Micro-Mesh 2"X2" 3600 grade soft touch pad (**Photo 24**). On their surface, Microgloss liquid abrasive compound was applied, and rubbed gently with a flannel.

The propeller blade balance weights and hub piston details were upgraded as well, using spare photo-etched parts and plasticcard (**Photo 25**).

I sprayed the finished work in Alclad (**Photo 25, inset**) to check for imperfections and proceeded to the rest of painting, washing and decal application.

I fabricated the aerals with thin nylon thread and I used stretched sprue to simulate the whip antennae located on the wing centre section undersides.





“this is a perfect example of how much can be done for an already good kit by drawing together the best of the aftermarket sets.”



conclusion

The model represents a Douglas SBD-3 Dauntless operated aboard USS Ranger (CV-4) during operation 'Torch', in November 1942. As can be seen at the photo that inspired the model's construction (**Photo 26**), the addition of the yellow surrounding to the fuselage insignia, has caused the relocation of the fuselage codes forward of the insignia prior to the operations. A possible renumbering of the aircraft within the squadron (VS-41), may have taken place as well, as can be deduced from the erased number on the engine cowl side. The possibility of a replacement cowl panel cannot be dismissed altogether.

This is a perfect example of how much can be done for an already good kit by drawing together the best aftermarket sets. It is proof also that even the sets designed to improve a model's appearance can sometimes be conflicting in detail, maybe 'technically' inaccurate, and in need of further reworking. The best way to avoid being 'trapped' within the confines of the kit or the detail sets, is the continuous research of the sources available on the subject in construction.



26

Charles Whall builds
'BATTLE OF BRITAIN'
HAWKER HURRICANE

MK I



**1:32
PACIFIC
COAST
MODELS**

**'WINGED POPEYE'
MARKINGS FROM
ZOTZ.**

1:32 Pacific Coast Models

**"OVERALL, THE
PCM KIT PARTS
ARE OF A HIGH
STANDARD"**

INTRODUCTION

I have always had a love for the Hawker Hurricane with its rugged, purposeful appearance as opposed to the graceful, sleek lines of the Spitfire. Some believe the Hurricane was in some way inferior to the Spitfire but its record during the Battle of Britain certainly lays that theory to rest! When Pacific Coast Models announced their beautiful new 1:32 early fabric wing Hurricane Mk1, I was ever hopeful that the later metal-wing 'Battle of Britain' version would not be far behind it and was pleasantly surprised that it was available a lot sooner than I thought. Needless to say, I bought both!

PCM have served the modeller very well by offering two fabulous representations of the Mk1. I have wanted to build one for a long time but was never really sure what markings to go with, until I until I received a request from a friend to build the well known 17Sqn Hurricane N2359, YB*J, flown by P/O Stevens from Debden.

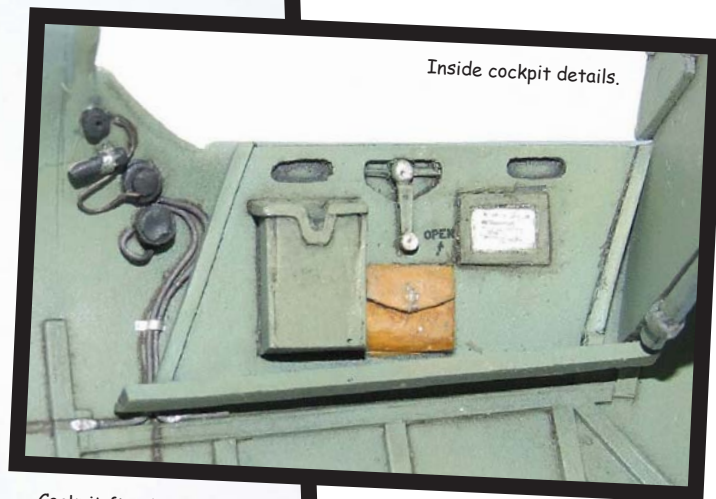
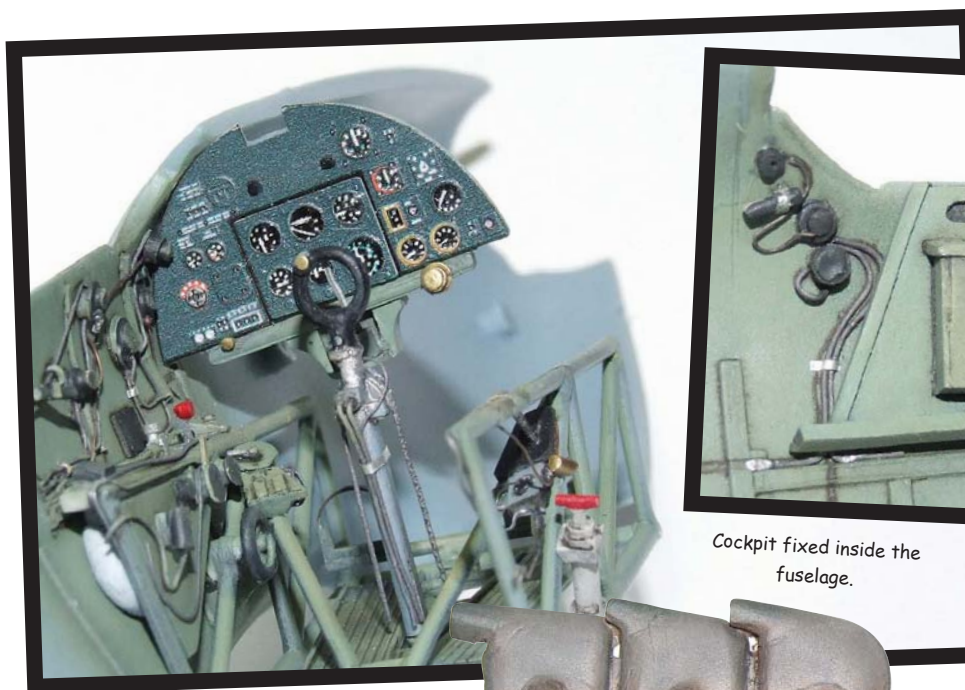
This aircraft served with the unit between 6th June and 25th August 1940, when it was passed on to No6 OTU. Unusually for RAF fighters of this period, many in this unit had colourful artwork, one of the best examples being the famous 'winged Popeye'. A fantastic (but pricey) set of decals was released recently by Zotz which, fortunately had the 'winged Popeye' markings included.

I have stated before that I am primarily model in 1:48 but have recently had a number of commissions for 1:32 scale aircraft. Working in this scale has allowed me the opportunity to learn and develop many new techniques – especially when it comes to weathering and finishing touches (this scale is also a lot easier on the eyes!). As far as I am aware, the Revell Hurricane was the only choice in this scale until now, and having battled with one in the past (and lost) I will just say that it has its fair share of problems.

Overall, the PCM kit parts are of a high standard, moulded well with crisp panel lines but lacking the fine rivet detail and other interior/cockpit sidewall details I would have expected in this scale. The canopy parts are suitably thin and very clear.

As this was a commission build, I felt I needed to make a few adjustments and additions to the basic kit, which I will elaborate on throughout:

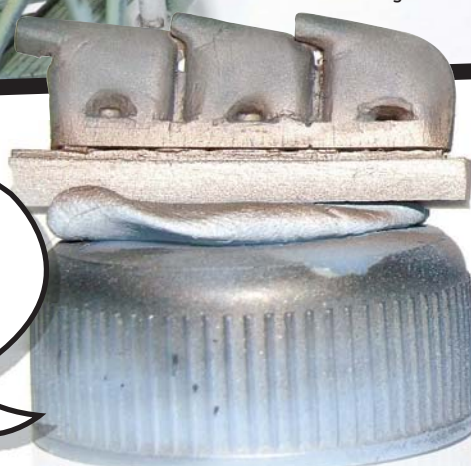
- Sutton Q harness by Radu Brinzan
- Gunsight glass & brass sighting bar on cowling
- Rebuilt castoring tailwheel
- Cockpit wiring/equipment
- Navigation light bulb
- Brass canopy handles
- Radiator actuators
- Dorsal identification light
- Additional rivet details



Inside cockpit details.

Cockpit fixed inside the fuselage.

**EXHAUSTS
PAINTED &
WEATHERED!!!**



CONSTRUCTION

Starting with the cockpit which, at this scale was surprisingly bare straight from the box, it required additional wiring using PlusModel lead wire in various sizes 0.2 – 0.6mm. The components went together without any trouble and felt the cockpit needed more detail so I built additional sidewall components using Styrene. The starter button below the instrument panel was constructed in three parts using solid brass rod and brass shim (and gave me the opportunity to try the brilliant Waldron miniature punch set). The control column was detailed by adding additional wiring, a brass firing button and a brake lever.

The aileron linkage was made using lead wire 'squeezed' with a small pair of pliers to create the individual link effect. The meticulously detailed Sutton Q harness set by Radu Brinzan is a real work of art! Constructed from over fifty parts comprising paper straps and photoetch buckles and grommets, it builds into a very realistic and satisfying representation of the real thing. I used a very small amount of light brown oils to wash over the harness straps to give them some depth and drooped one over the side of the cockpit as seen in many period photographs.



Brinzans' brilliant Sutton harness set

PAINTING THE INTERIOR

The cockpit and sidewalls were given a coat of Aircraft Colors interior green and then oversprayed with Extracrylix interior green as a highlight. I then used 'Abteilung 502' dark brown oils by MIG Productions to wash the area to provide subtle shadows. I am a huge fan of oils as they are so forgiving and can be used to produce some fantastic effects, especially when it comes to weathering. Michael Rinaldi has written

an article on Hyperscale outlining his 'Oil Paint Rendering' technique which allows the modeller to manage and blend colours to provide specific effects which I will discuss in more detail later on regarding the final weathering stages of this build.

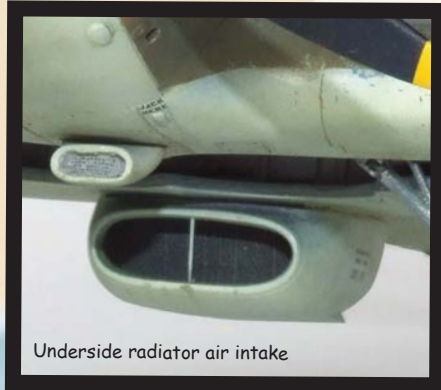
PCM have also included a nice photoetch instrument panel with instrument dial decals. I applied a small drop of Humbrol

ClearFix to create the effect of the dial glass. Acrylics were used for the instrument bezels, buttons and various knobs and levers. After a very thin final wash of Abteilung 502 Black/Brown oils, the whole lot was given a coat of flat varnish before closing her up.

EXTERIOR CONSTRUCTION & DETAILS



Radiator Flap &
Retractable footstep



Underside radiator air intake

The fuselage halves went together well with just a small amount of filler needed on the cowlings and on the underside where the wing centre section meets the fuselage. A major fit issue I had was the joint between the radiator and fuselage. There seemed to be a large, raised moulded section on the underside wing. This area was larger than the radiator so created a very visible 'step' between the fuselage and radiator. Some fairly rigorous sanding eradicated the step and created a better join with a minimal amount of filler required. There was also a fairly large sink mark on the underside/flap section so needed to use Squadron green putty to fill it adequately. The panel fastenings around the cockpit area and cowlings seem to be moulded quite clumsily but some light sanding was all that was needed to rectify the problem. I added some rivet detail using a modified Hasegawa rivet wheel, just because I have

never done a riveting job before and wanted to try it out. The result was very subtle but was not sure how well it would show up after the final paint job!

I wanted to create a castoring tailwheel so it could be offset if desired so I cut the main strut and replaced it with brass rod and inserted loose into the fuselage. The fit was tight enough to allow the wheel to turn without falling out. I also added the lower part to the retractable footstep.

Final detailing included dropping the radiator flap and adding the actuator rods, hydraulic lines the undercarriage doors and clear sprue for the rudder navigation light and identification lights in front of the aerial mast. Hair was used for the antennae cable with a drop of white glue for the insulators. The Waldron punch set came in handy again for the Gunsight glass.

**ADDITIONAL WIRING
& DETAILS REALLY
BRING THE COCKPIT
TO LIFE!!!**



Onwards.....to the Painting stage...

PAINTING & MARKINGS

The Battle of Britain camouflage is the standard A Scheme of RAF Dark Green/Dark Earth with sky underside using Gunze and Tamiya acrylics applied in various shades and consistencies to create fading and wear. The Zatz decals were fantastic and settled down beautifully with a small drop of Microset/sol. I think the oversized codes and 'Winged Popeye' markings really create some visual interest to and otherwise standard 'skin'.

And so onto the weathering. As well as the usual post shading, I experimented a great deal with the oil rendering technique and what I enjoy most is the unexpected effects that occur when the oils are fully dried out - you never quite know what will happen!

Mixtures of black, brown, and yellow were used to build up very thin layers of oil washed into various areas, left to dry and then reapplied until a satisfactory result was achieved (I would advise a good quality, odourless turpentine for prolonged use of oil paint). I find oils very forgiving as the slow drying times make them ideal for re-working if things go wrong, and can be completely removed in order to start again. Of course, this all takes time but the results are well worth it.

I used a blend of Tamiya and MIG pigments brushed in various areas to create dirt and grime. Scuffing and chipping was done using a Prismacolor silver pencil and lifting off painted areas to reveal Alclad Aluminium underneath.

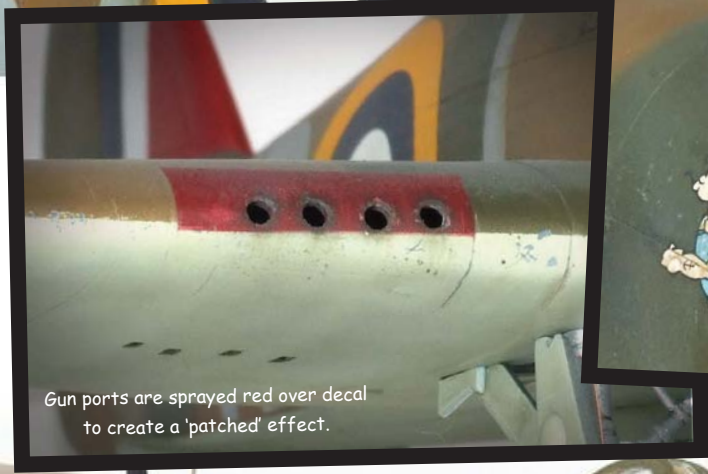
**OILS & PIGMENTS
REALLY ADD ANOTHER
DIMENSION TO THE
WEATHERING EFFECTS**

Scuffing & Chipping on the wing root, simulating where the pilot would exit and enter the Hurricane.





The canopy & screen were dipped in Johnsons Future.



Gun ports are sprayed red over decal to create a 'patched' effect.





The fabric doped patches for the gun ports were a mixture of red sprayed over decal to create the 'patched' effect. Final touches such as oil staining on the underside were done with, well...oils!

The canopy and screen were dipped in Johnsons Future (but didn't really need it) and I added brass wire grab handles. A final coat of Vallejo Matt varnish mixed with a little satin sealed everything in with a light dusting of MIG pigments to pick out areas that were lost with the flat coat and she's done!



Markings & Weathering on the tail.



Finished tail markings and aircraft number.



Landing gear detail

REFERENCES

Hurricane Walk Around, Squadron Signal Publications #14

Hawker Hurricane, SAM Publications

HAWKER HURRICANE MK1 TECH SPECS

Crew: Pilot only

Engine: Single 1,030 hp Rolls-Royce Merlin III twelve-cylinder liquid-cooled engine

Wing span: 40ft 0in (12.19m)

Length: 31ft 4in (9.55m)

Weight: 7,127 lb

Maximum speed: 328 mph (529km/h) at 17,500 ft

Service ceiling: 36,000 feet

Range: 700 miles

Hawker Hurricane Mk I Armament:

Eight .303" wing mounted Browning machine guns

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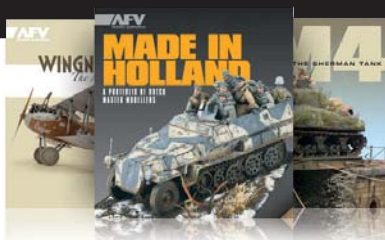
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As the publishers of the highly regarded AFV Modeller and AIR Modeller magazines it seemed to be a natural progression for us to enter into book publishing and we have been working over recent years towards this goal. We are very excited about this area of the hobby and hope in the future to have many interesting titles on offer.

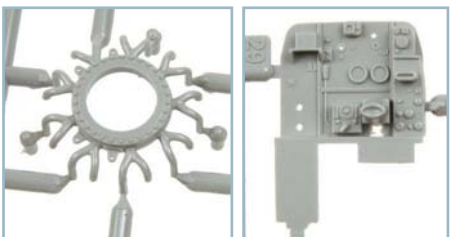
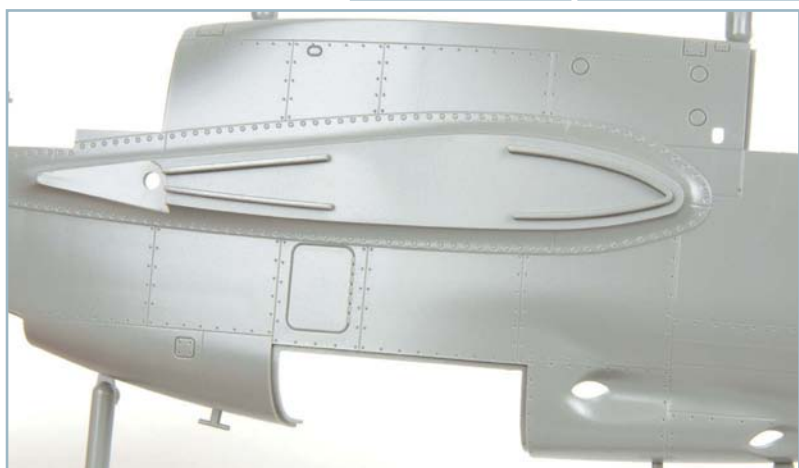
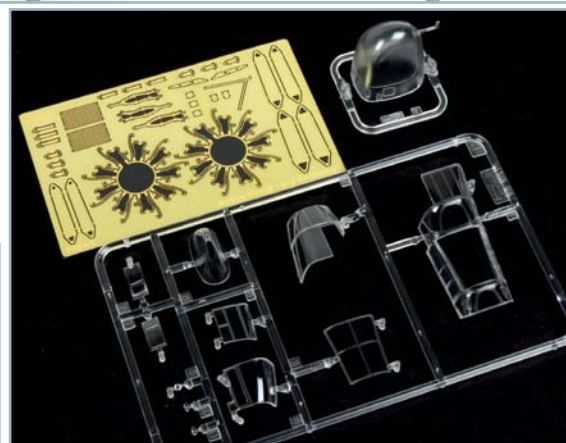


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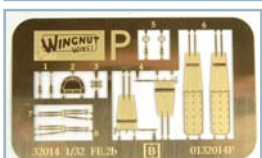
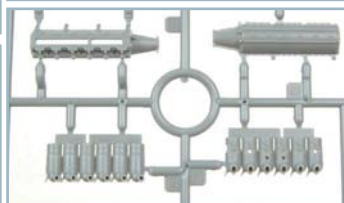
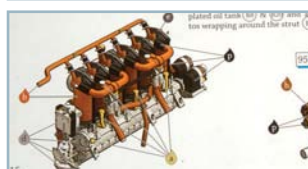
AIR BORN new releases



Great Wall Hobby 1:48 Northrop P-61A Black Widow

This is Great Wall's second aircraft release after its acclaimed FW 189 and once again they have made an inspired subject choice in the Black Widow which until now was only represented by the veteran Monogram kit in this scale. A modern version has been long overdue and Great Wall have delivered with all their usual flair. The kit comes with a high quality photoetched fret which provides seatbelts, engine wiring harnesses, crew access ladder and air brakes, but the rather unsuccessful glazing masks from the earlier kits have not been included in this release. The moulding quality looks every bit as good as the previous release with beautiful surface detail and crisp panel lines. A very well detailed interior is provided with a crisply moulded instrument panel along with a full set of underbelly cannons. Usefully the decal sheet includes placards to help you finish the cockpit interior. The fuselage nose is moulded in clear plastic and comes in its own protective box to protect the integral boom. Initial

releases were found to have incorrect noses but Great Wall were quick to rectify this and supply corrected noses which is commendable. The radar installation inside the nose is also provided for those who like to open everything up. The engines look very respectable and the nacelles come with open or closed flaps. Wheels are weighted and nicely detailed. There is unfortunately one dubious area in the kit which is the propellers which have integrally moulded spinners. These look a little toy-like and could do with some work. No doubt some aftermarket replacements will provide a solution to this. Markings are provided for two different aircraft one Olive Drab example and a black version. A most welcome release by Great Wall and no doubt other versions of the Black Widow will follow from this. Another very nice kit from this newcomer to the aircraft scene who continue to go from strength to strength.



Wingnut Wings 1:32 FE.2b Early

The announcement of a new batch of Wingnut Wings releases is always exciting as they continue to expand their range of top quality large scale World War One aircraft kits. This batch comprises four new kits although they offer 'Early' or 'Late' versions of two aircraft types, the FE.2b and Rumpler C.IV. The FE.2b is certainly one of my favourites so I was delighted to see the Wingnuts team tackle this one and opening the lid on the big box I was not disappointed. There is a lot of kit in here with a vast number of ultra-crisp sprues, two decal sheets, a photoetch fret and bumper, full colour thirty eight page instruction booklet. This kit is going to keep you busy for a while and there is a vast amount of sumptuous detail to revell in. As with all the WNW kits there is a fully detailed interior which will eventually plug inside the fuselage skin with its subtly rippled fabric panels and a wonderfully replicated Beardmore engine. Copper cylinders make this a real eye-catcher and of course very visible at the back of the fuselage. Wingnut Wings provide THE best instructions of any kit and here they have included some pictures of the engine from a working FE.2b reproduction showing the patina of the copper parts and

generally oily appearance. The kit gives you the option of the 'Tricycle' undercarriage or the 'Trafford Jones' two wheel version with pleasing details like the manufactures name around the rim of the tires. There is also a choice of weapons mounts for the cockpit. Depending on your choice of markings there are various individual differences and changes to be made so you will need to make an early decision before starting to build. A detailed colour coded wing rigging diagram is provided and a separate one for the tail boom and a third 'final' rigging diagram. A choice of bomb loads is provided and again all the painting guides and markings are fully referenced in the instructions which are designed to allow even a WW1 novice to model with complete confidence. Five different schemes are included with colour profiles and archive pictures of the subject aircraft. Detailed notes on each scheme also point out key features or areas of interest or conjecture. The decals are superbly printed and include tire logos, a linen panel to patch bullet holes and a map for fitting out the cockpit. Top quality all round once again and a most welcome addition to the Wingnut Wings range.

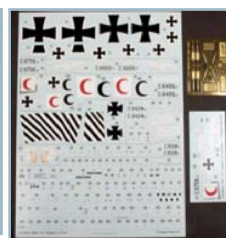
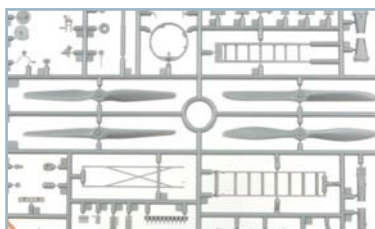
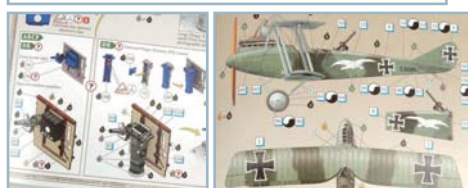


Wingnut Wings 1:32 FE.2b Late

The Late version of the FE.2b shares the majority of its superbly moulded parts and photoetch with the early version. There are some slight internal differences relating to the cockpit, but assembly follows the same path as with the early. The 'V Strut' undercarriage is new and as on other WNW kits the wheels come with separate outer covers and internal spoke detail. The engine is carried over along with all the great references and assembly of the wings and tail is also nearly identical. The late version comes with a more extensive choice of bombs and more elaborate bomb



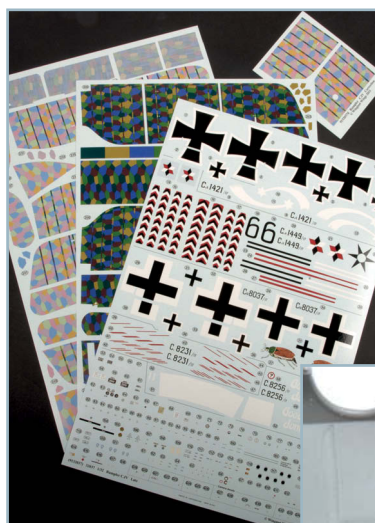
racks - fiddly but fun! Once again the WNW generic RFC armaments sprue provides a complete choice of weapons plus a few for the spares box. Five different schemes are provided here with two interesting night bombing schemes and again the Cartograph decal sheet is superb! Whether you choose early or late versions the FE.2b offers an absolute feast of detail and modelling excitement. A challenge well worth rising to and one we give a big thumbs up to.



Wingnut Wings 1:32 Rumpler C.IV Early

More World War One tastiness in the shape of the Rumpler bomber / reconnaissance aircraft. This Early version kit offers the same high quality of moulding as the other kits from the WNW range with the usual attention to detail, surface finish and precision assembly. Examination of the fuselage moulding shows the superbly rendered stitching both inside and out and another good example is the superb weld detail on the two different exhaust pipes supplied in the kit. As usual there is another sumptuous full colour booklet to guide you through the assembly providing CAD generated shaded diagrams, full colour references and throwing in archive or museum reference photographs where possible. The two seat cockpit has plenty going on and elements like the 25cm Camera are beautifully replicated as is the internal bomb rack. As with many of the WNW kits the cockpit assembles into a neat internal tub to drop into the fuselage and all you might want to add are control wires. The Daimler-Mercedes D.VIa 260hp engine has been carried over from the Gotha kit and only really lacks spark plug leads. The kit offers a choice of Spandau with

moulded plastic version or a stripped down example to allow the modeller to add a photoetched sleeve which is supplied on the etched fret along with seat belts. The Observer's Parabellum is also handled in the same way with optional photoetched sleeve. The kit includes a choice of fuselage belly panels depending on which scheme you choose to model and four different styles of propeller. Something new for this kit is the inclusion of an assortment of accessories with which to dress your finished model. These include four styles of camera, photographic plates, wheel chocks, ladders, trestles, flare pistols and even a toy bear mascot. These are a great addition and obvious easily transferrable to other kits from the range. In a change to usual there are six different schemes supplied and as usual the Cartograph decal sheets are things of real beauty. Full marks again for this release and the inclusion of all those additional dressing parts should provide an added incentive to build yourself a Rumpler C.IV.



Wingnut Wings 1:32 Rumpler C.IV Late

It is very much more of the same with the late version of the Rumpler which carries over the parts from the early kit with one or two parts being unused. One big difference is the two larger additional decal sheets which provide the lozenge pattern fabric for the wings. This is provided in prepared shaped panels with rib tapes in place for hassle-free application. There is also a section for the fuselage for one of the schemes which is provided in an

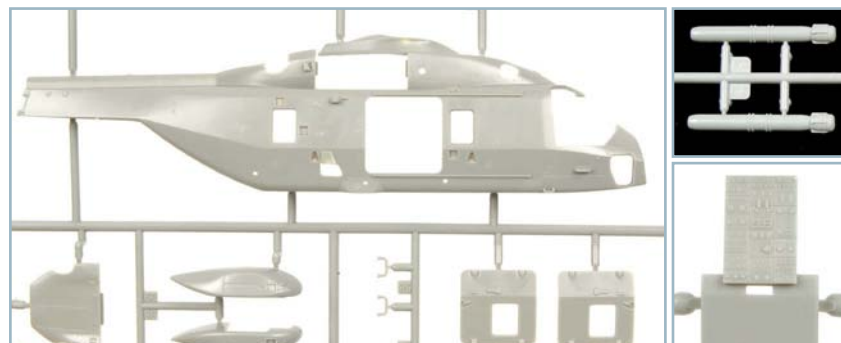
optional faded finish which looks very convincing. Other differences are an optional hatch cover for the camera hatch on the belly and an optional sliding bar gun mount for the observer. This version also includes the same excellent selection of optional accessories as the Early version. This kit comes with a choice of five different schemes and these are each illustrated in the full colour profiles provided in the instruction booklet. Just brilliant!



Italeri 1:72 H-21 'Flying Banana'

If you fancy a colourful and quirky 'copter project look no further than this re-release of Italeri's nice H-21 with an excellent 'Super Decals' sheet. Regarded as the default choice in 1:72, and looking at the kit afresh we're reminded of it's quality and should you wish to go for a simple out of the box build the kit will be ready for one of the exciting finishes in no time. The moulding quality of the two grey and one clear sprue is very nice and construction starts with the interior and cockpit in the conventional manner. The cockpit and bulkheads are adequate for what will be visible once complete and the nicely produced rear seating can be seen should you leave the side doors open. The angled fuselage has good fine surface detail which continues to the fluting on the tail and busy detail on the rotor heads. Cockpit glazing has a good

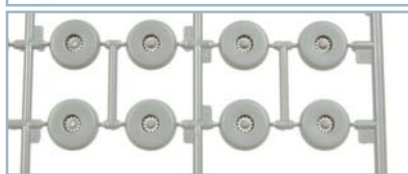
clear finish with good framework to mask to. Masking will also be required on the plug-in side portholes as they are fitted from the inside as is the intake mesh which is provided as a small sheet to cut to size. Decals are the star of the show, some of which have been available from aftermarket producers I'm sure, in particular the box art's USAF 1370th Sqd. M.A.T.S. 1960 in bright red and aluminium finish, the decal sheet providing the yellow band which is welcome as it would be difficult to mask. Another two striking schemes are offered: a Canadian Rescue Command in dark blue and orange and a Japanese version as seen in the Hammamatsu Air Museum. A final version in all-over green is offered, French Aeronavale Flotille 31F, Algeria 1956. Nice kit with a nicer choice of markings.



Revell 1:72 NH90 NFH 'Navy'

The first thing I noticed about this new version of Revell's NH90 is how much better it looks on the sprues in pale grey! Three sprues are as the previous NH90 kits of the late 1990s and are very nicely moulded indeed showing no signs of age with excellent surface detail and some great finesse to parts like the rotor blades which have a pleasing scale thickness. A new sprue is present to create the Navy version including weapons and all the sensors and sonar equipment making for a very detailed and busy look to the finished model. The busy detail starts in the interior also with well produced bulkheads and workstations extending to the cockpit. Decals are provided for the instruments and the cargo floor which will be well viewed should you leave the doors open as Revell thankfully provide, although we're not big fans of moulded on seatbelts these should look decent in this scale if painted suitably. Across the airframe the detail continues to impress, as always the delicate nature of helicopter fittings can be enhanced with photoetched parts but an out of the box build will still achieve

excellent levels of finesse with areas such as the rotor head and landing gear still getting the treatment although largely hidden. The folding tail of the Navy version is replicated but I don't see an option on the plans to display it in folded configuration, also the case for the rotor blades, but as all the parts are designed separately and shouldn't be too much work with good reference to hand. The clear sprue luckily wasn't scratched as it's bagged along with other sprues, the door glazing has an excellent 'bubble' look to it and the main cockpit glazing is nice and clear although personally I'd rather the wipers weren't moulded integrally. Finally the decal sheet which allows two versions to be completed (light grey finished Netherlands Navy or cammo'd French CEPA) and some fine stencilling which although time consuming will really add to the finish as the quality is first rate. Another very nice kit from Revell sensibly priced. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu



Revell 1:72 Airbus A400M 'Grizzly'

When we had this sample kit delivered from Revell we understandably but mistakenly presumed we were getting a new mattress, this is one giant box housing one giant kit! Measuring in at a whopping 644mm fuselage length. Wrestling off the lid you're met with a packed box of pale grey sprues and it becomes immediately evident that this is one of the biggest 1:72 aircraft kits you'll ever see, not only big but beautiful as Revell continue to impress with their new tooling, delicate and crisp detail is standard throughout. Design and assembly of the military version of the Airbus follows the familiar aircraft kit sequence with no big surprises, although being offered a full (albeit sparse) interior means this is provided as a separate 'internal' fuselage with detailed cargo area with superbly done 'tie down' panelled floor which is crying out for an interesting 'load' to sit on it. Once this is assembled along with the cockpit and bulkheads (including the crew's steps and bedding) the outer fuselage is closed around it and you have to make the decision whether to display your Grizzly in flight (not sure how you could display such a sizeable model in flight?) landed or landed with open loading ramp and doors (fantastic diorama potential!) The surface details across the

airframe are nice and subtle, in-keeping with the scale for sure but the large nature of some of the parts means some large sprue connectors which will need careful part removal and clean up - sprue cutters will be essential here. The huge turbo-props are beautifully moulded as single parts and credit to Revell for providing both the 'in flight' and stationary versions, and just look at areas such as the open spokes to the wheels - hardly seen but you know the detail's there! With the first A400Ms due for delivery in 2013 the markings provided may be a little presumptuous for the French and German versions but the version of the test aircraft based in Seville, Spain in 2011 we can presume as accurate. If you have an interest in cargo aircraft you really won't be disappointed in this bang up to date kit of a bang up to date subject, very impressive in both size and quality and at Revell's very reasonable price although expect to pay more than usual for delivery if you're buying mail order due to the size and weight. Revell model kits are available from all good toy and model retailers. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu

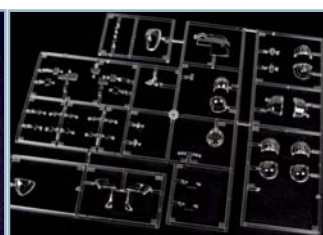
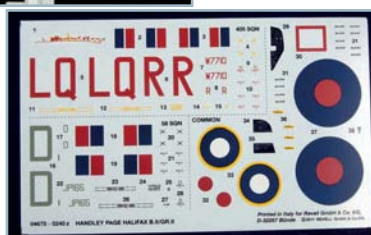
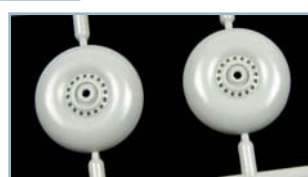
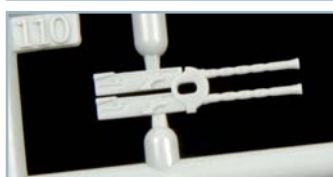
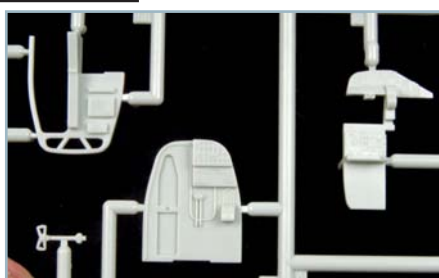
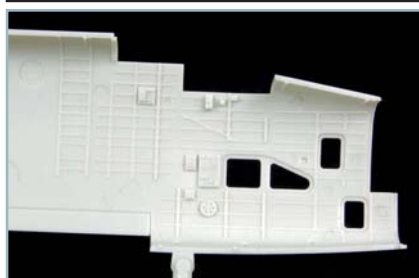
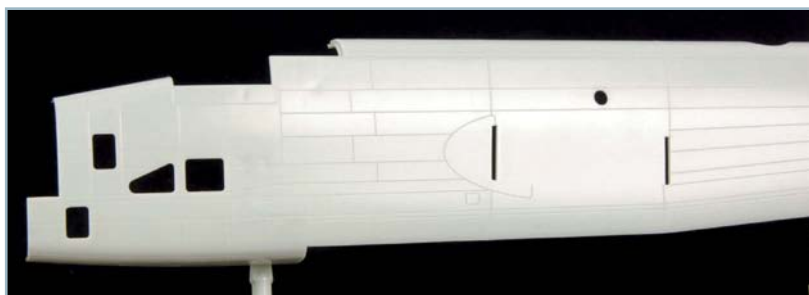


Victory Air Displays, Prague 1946 and 1947 By Pavel Kloucek and Bohumil Kudlicka

This new MMP release will be of interest to fans of late and post war aircraft as the Union of Pilots of the Czechoslovak Republic held an International Air Show to rival the displays from before 1939, military machines were displaying alongside civilian machines attracting over half a million visitors in September 1946. The book tells the story of the '46 and '47 shows mainly by captioned photographs featuring mass Spitfire flypasts, Neville Duke's Meteor routine and a B-29 amongst other captivating displays from British, French and U.S. aircraft at Prague-Ruzyně

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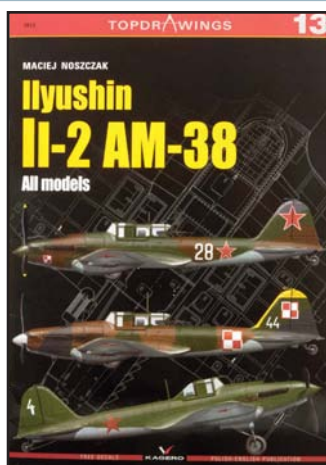
airport. The second International show proved to be one of the last stages for the proud Czech pilots to display their skills before the fall of the Iron Curtain including four types of jet fighter with boosted support from the U.S.A. and England with an Avia S-92 (Me 262) de Havilland Vampire, Gloster Meteor and Lockheed P-80 Shooting Star. The black and white photos documenting the shows vary in quality and only a handful would provide detail enough to be considered good modelling reference as the majority are of quite small format although of historical interest.



Revell 1:72 Handley Page Halifax B Mk.I/II GR.II

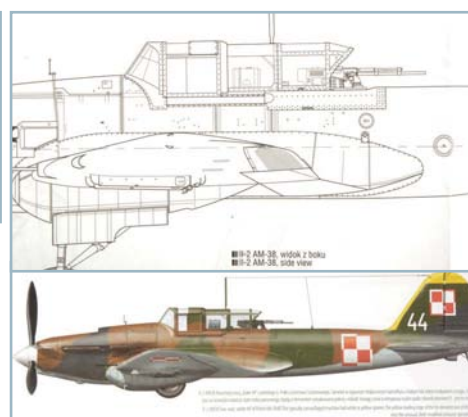
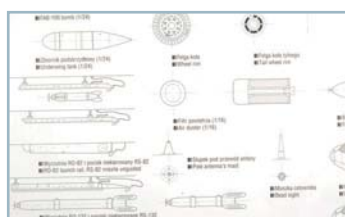
A great subject choice here from Revell which has made this kit eagerly anticipated from its announcement some time ago, but now it's here and readily available! The big (but usual flimsy) box isn't as tightly packed as some Revell kits but I count eleven sprues in the pleasing pale grey Revell favour, one being in clear. Revell's newly tooled kits are of a high standard and the general moulding quality is impressive across the board, very sharp, free of flash and exhibiting very fine detail in places with only a few sink marks I noticed to take care of. The complexity of the kit is around the same level as their recent B17 release which promises excellent levels of detail built straight from the box. The cockpit and bulkheads are comprehensive and more than adequate for what will actually be visible on the finished piece, some nice relief detail to the instruments and decals should look suitably fine. Fuselage halves are designed as per usual and I was pleased to see the large wing mounting spars moulded integrally to the bomb-bay roof giving the modeller a sturdy platform to align the big heavy wings. The bomb-bay can be displayed open with its full load racked up, and again nice detail is present which will respond well to some shading and highlighting at the painting stage. Undercarriage is a multi-part affair with detailed wheel-

wells and the option to close everything up should you wish to display 'in flight' (don't forget you'll need a crew should you follow this route!) Revell have given the option of two versions of tail fin and separate wing elevators which is a nice touch providing the fit is good, wing edges themselves are commendably thin which will add to the finesse of the finished model in this scale. Nothing disappointing about the turrets or glazing either, and although there's no 'full engines' you do get options of intake grilles and exhausts for the Merlins and very nicely done props (although I've read mention that they should not be the paddle type provided, but more pointed at the tip?) with separate spinners in three and four blade versions. High quality decals provide very contrasting colour schemes, one being 405 Squadron RCAF, England 1942 with predominantly black finish and a version of 58 Squadron RAF based at Stornoway in 1945 with a suggested Coastal Command 'scheme' (JP 165 I'm sure was the Halifax that crashed on the Isle of Harris?) generic stencil decals are also included. Another excellent bomber from Revell offering a great 'out of the box' build which we'd highly recommend, and at the price certainly not to be missed. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu



Ilyushin Il-2 AM-38 By Maciej Noszczak

Thirteenth in the 'Topdrawings' series from Kagero sees the famed Soviet ground attack 'Ilyusha' come under the spotlight with highly detailed plan drawings and colour profiles with English and Polish text. Purely technical data and plans are offered in this series covering every aspect of Il-2 AM-38 development with highlighted differences via superb line drawings in 1:72, 1:48 and pull-out double sided large format sheets with 1:32 views. All drawings are



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Soft back Portrait format 28 pages www.kagero.pl

www.casematepublishing.co.uk

ISBN 978-8-361220-88-6

detailed right down to the rivets - essential for the avid detailer and very clearly presented, as are the large format colour profiles which are first rate for quality although the usual Soviet schemes aren't overly exciting. A bonus is the inclusion of a decal sheet in all three scales to mark the Polish version featured. Superb technical reference for the modeller with other titles in the series covering popular subjects, well worth a look.

new releases



AM-48-034



AM-48-036



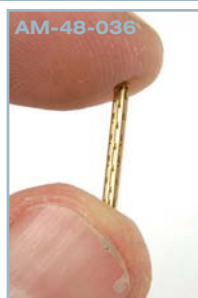
AM-72-031



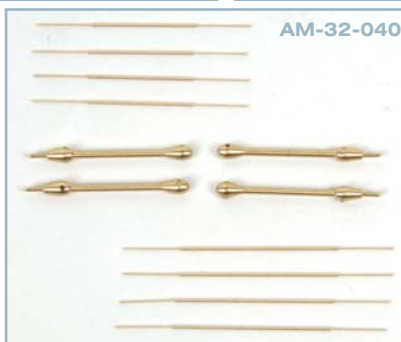
AM-24-001



AM-35-001



AM-48-036



AM-32-040

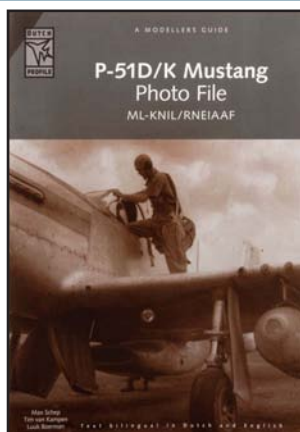


AM-48-037

Master detailing accessories

Look no further if you want the ultimate in detailed guns for your next project, we were mightily impressed with the incredible precision machined detail in the whole Master Model range, see for yourself with the samples we picked up of their recent 'Air Master Series' releases. In 1:72 AM-72-031 are four British Mk II .303 Browning barrels to suit Mosquito, Lancaster, Wellington etc. A little easier on the eyes in 1:48 is AM-48-034 which is the huge 5cm cannon 'Bordkanone' Mk 214 / 5cm BK to suit German aircraft beautifully produced in four parts. Back further to the WWI era is AM-48-036 German Parabellum LMG14 barrel, cooling sleeve and fine etched parts, and finally in a complete contrast an

up to date M61 A1 Vulcan Rotary 20mm set AM-48-037. Stepping up a scale to 1:35 is AM-35-001 a M197 (20mm) rotary cannon as used on the AH-1 Cobra comprising of the three barrels and etched clamps. Up a scale again to 1:24, this set will look fantastic on a Mosquito, Spitfire or Hurricane, AM-24-001 provides four multi-part British Mk II .303 Browning barrels with incredible subtle detail. Finally, these were the most worthwhile addition in my opinion, in 1:32 AM-32-040 provides a very delicately detailed and true to scale FuG 218 Neptun German radar as fitted to the nose of Me 262s etc. Further details of this exciting range is at www.master-model.pl



P51D/K Mustang Photo File

By Max Schep, Tim van Kampen and Luuk Boerman

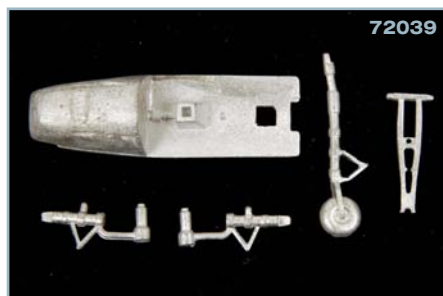
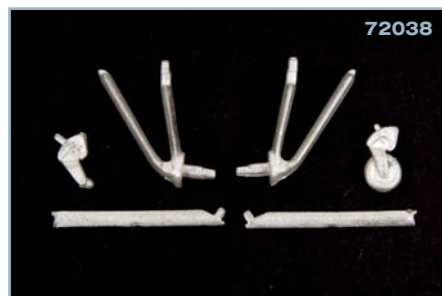


Published by Dutch Profile

Soft back portrait format 29 pages www.dutchprofile.nl

This new release from Dutch Profile is essentially a re-vamp of the No.2 book of the series on the Mustang. Due to the large amount of fresh images that have been discovered along with the much acclaimed Tamiya kit's release, the volume has had an update of images and text (duel English / Dutch) has been suitably amended. The focus is on aircraft of the Militaire Luchvaart (ML) of the Royal Neth. East Indies Army Air Force (RNEIAAF) in the post-war period. With such a niche subject the photographs can surely be considered rare and their inclusion is obviously for that reason, as from a photographic quality perspective many are lacking a little. Along with the photographs detailed captions outline the history of the different P-51s serving which is backed by registration mark details of each aircraft and technical details of

the generic markings. Inside covers and back cover have colour line drawings of side profiles to be used in conjunction with black and white wing marking plans. Should all this motivate you to finish your P-51 with one of these out of the ordinary schemes Dutch Decal have produced high quality water-slides to do just that. Designed to fit the Tamiya 1:32 kit there is a sheet of black serial numbers and a full colour sheet of the Dutch national markings to give the option of over a dozen aircraft and two of the Angkatan Udara Republik Indonesia, one of which sports the most fantastic 'shark's mouth'. The set is 32013 and more details including direct ordering are at www.dutchdecal.nl (www.aviationbookcentre.com are a UK stockist)



Scale Aircraft Conversions

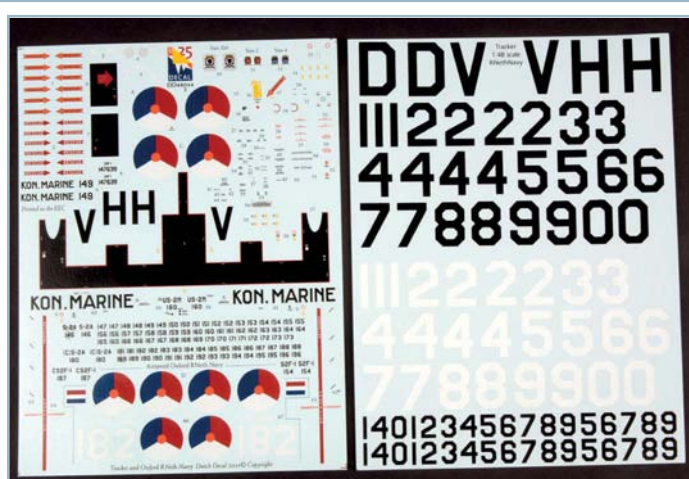
More to add to the range of detailed white metal landing gear updates starting in 1:72 with 72038 for Italeri's Ju-52 and 72039 for Academy's P-39 which also includes a handy shaped ballast to keep the nose down. Clicking up to 1:48 48152 is a full set of struts to suit the Heller and Eduard (and Italeri?) Mirage 2000. 48153 covers all the struts for the Hobby Boss Yak-38 and the new Great Wall Black Widow is catered for with 48154, 48155 is to upgrade the Hasegawa Fw 190 and includes a tail wheel.

Skunkmodel's RQ-4B Global Hawk is the subject of 48156, 48157 includes wing supports along with the landing gear for the Hobby Boss F8F Bearcat and finally in 1:48 a substantial set 48158 to upgrade the F-8 Crusader from Revell/Monogram. Three sets in 1:32 starting with 32057 for the Azur Dewoitine D.520, 32058 for the Hasegawa J2M3 Raiden and lastly a bumper production for the Trumpeter P-51 32059 which includes wheels/tires and the wheel well doors as well as break pipes.



Dutch Decal 1:48 Grumman Tracker and Airspeed Oxford MLD/RNeth. Navy

More from Dutch Decal here with this set covering a couple of Navy subjects. The pretty Oxford (recommended kit is the Special Hobby offering) is provided one set of markings and an overall dark sea grey and the Tracker (recommended kit being the Kinetic/Italeri) in a two tone scheme with decals for numerous

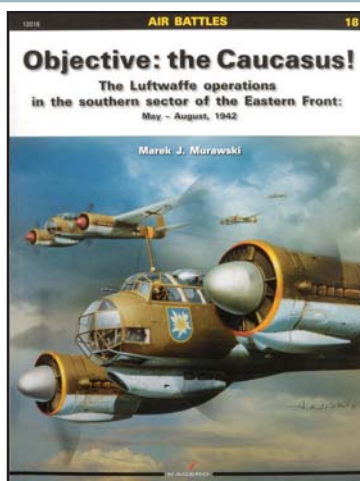


aircraft serial numbers and generic markings. Decals are high quality provided on one black and white sheet and one in full colour. A fold-out A4 sheet in black and white gives paint details along with Humbrol colour codes, I would have preferred to see these instructions in colour as this is easily achieved these days.



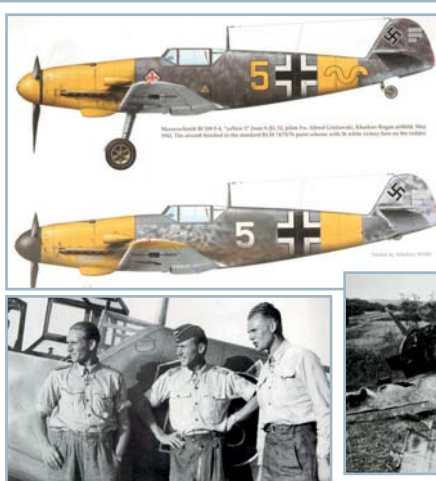
HGW

HGW are a Czech company who really deserve a higher profile as they produce some very exciting and innovative products. What we have here is just a taster of some of their new releases and we begin with two of their excellent seat belts sets, both designed for the 1:32 Wingnut Wings kits although they have an extensive range aside from WW1. These combine a very fine textured pre-printed fabric and photoetched buckles. Probably the closest you can get to replicating the real thing! Fiddly to assemble but stunning when completed. There is an extended set for the 1:32 Revell Arado Ar 196 floatplane which gives an improved set of resin seats along with the same style of belts and even includes some maps also printed onto the same fabric. For WW1 modellers HGW also now offer a choice of woodgrain decals. These are available with either a solid white backing or as transparent versions so that you can adjust panel tones by varying your base colour. These are available in pre-shaped panels like the example here for an Albatros which makes things very easy and also in a selection of patterns and finishes as seen in the sample sections. I have tried out a section of cockpit floor and the finished effect is very convincing. Full details of the entire HGW range can be found at www.hgw.webgarden.cz



Objective: The Caucasus! By Marek J. Murawski

This new release from Kagero of Poland in their 'Air Battles' series (No.18) covers the specific Luftwaffe operations between May and August 1942 in the Southern sector of the Eastern front. The chapters are split into 'The battle for Kharkov', 'Operation Blau I', 'Objective Rostov' and 'Towards the Caucasus' rounded off with five pages of quality colour profiles which mainly feature Me 109s of JG52. An opening introduction gives a first hand account of an Iron Cross recipient's bravery in landing his He111 in Russian territory to save another crew, so incredible it's like something from a boy's war comic of the 1970s! A good balance between war time photographs and text provide a very interesting read for



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ISBN 978-83-62878-03-1

any Luftwaffe enthusiast with some great shots of popular modelling subjects including Hs 123s, Me 109s, He 111s and Bf 110s along with the crews and their day-to-day living, photographic quality varies from subject to subject as the majority appear to be from private collections. The text is very readable with the historical information highlighted by first hand accounts from the men who fought producing a concise history of that short period of intense fighting in Southern Russia with Hitler's determination to provide Germany's war machine with much needed oil from the area.



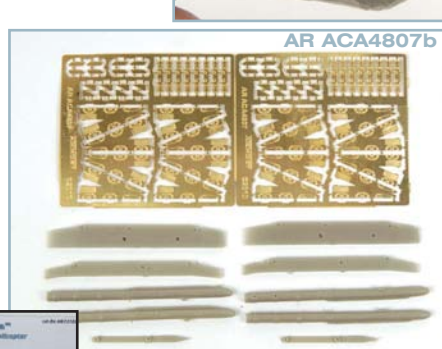
ACA4805



AM72103



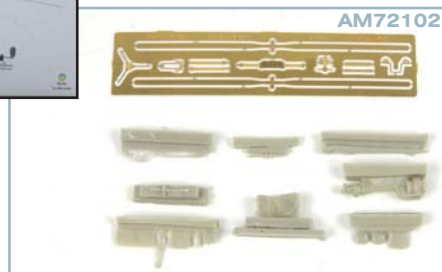
AM72250



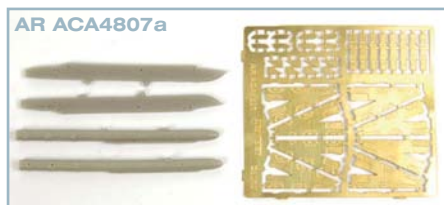
AR ACA4807b



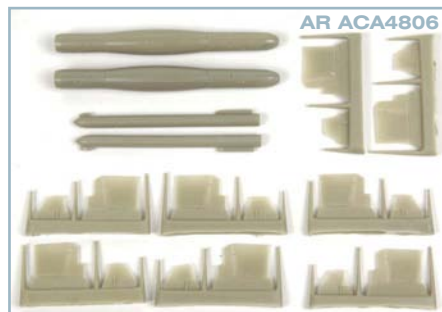
AR ACA7001



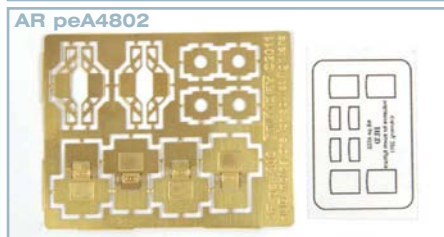
AM72102



AR ACA4807a



AR ACA4806



AR peA4802



AR peA4808b

Armory accessories

A bumper batch of high quality resin and etched brass from the Ukraine starting with the biggest chunks in 1:48 ACA4805 supplies 18 pieces of PAG-14 Soviet (modern) airfield plates, the cleanly cast resin has a delicate moulded texture ideal to realistically display aircraft. In 1:72 is ACA7250 a super detailed Kh-41 (3M80) 'Moskit' Modern Russian tactical anti-ship missile, this monster missile in resin and photoetch is designed for the Hasegawa Su-33. Still in 1:72 is a conversion for MiG-25Ps (Condor and Zvezda kits) to a MiG 25-R reconnaissance version with new nose and ultra-detailed engine exhausts in resin and photoetch. A full kit in 1:72 AM72102 is a very unusual insect-like Russian Kamov Ka-56 ultra light reconnaissance helicopter, surely the smallest chopper you'll ever see...(!) These 1:48 sets are so well detailed it's a shame to hind them under wings, AR ACA4807a are resin and etched brass R-60 and APU-60-I 'Air-Air' short range missiles suit many modern Russian made subjects as does the larger missiles APU-60-II with delicate resin pylons in set AR ACA4807b. AR

ACA4808a is to arm your F-4B/C/D/E Phantom II with AIM-9B Sidewinders (2) and AR ACA4808b gives you the same for your F-105B/D/F Thunderchief but doubles-up to four missiles. AR ACA4806 is a full set of super detailed resin air-to-surface AGM-130s for F-111, F-15E and the F16-C/D. Moving inside the aircraft in 1:48 still are AR peA4802 Soviet modern HUD indicators (4 supplied) in photoetch and clear acetate. Last of the weapons is in 1:72 AR ACA7268c MZBD-U4T and OFAB-100-120 modern Soviet 100Kg bombs and racks again, ultra detailed in resin and etched brass. Still on the modern Soviet theme in 1:72 are two sets of three figures, AR F7213 are pilots and AR F7214 ground personnel, both sets are well detailed and posed. Finally, a change of subject with AR ACA7001 to suit ArtModel or Dragon's 1:72 Ta-152 is a comprehensive and highly detailed cockpit set. www.armory.in.ua has on-line shopping and details of all their ranges of kits and aftermarket parts.



D510

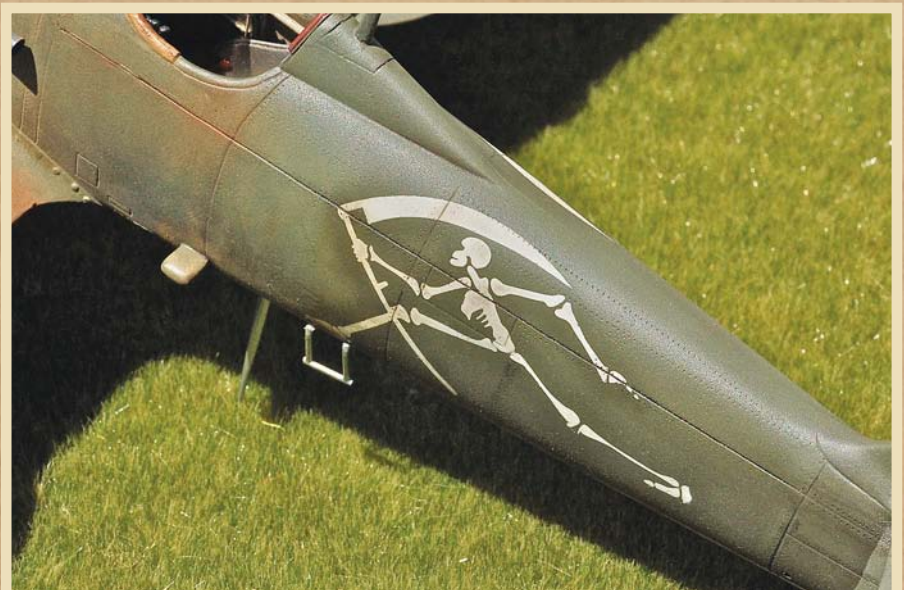
**DEWOITINE
MONTEX 1:32**

Now, this is what I call a mighty fine surprise! A new French aircraft in 1:32 scale, a resin kit, made in Poland! Yes of course we now know Montex for their excellent vinyl masks, allowing modellers to reach another step in the field of precision and realism, but, before the Dewoitine we had an Henschel 123, a CAC Boomerang and a Yak 1b! Quality is exquisite and the kit comes with a choice of masks or decals allowing a very welcome flexibility. No photo etch in this model with the result that there are no seat belt unless you build your own!



Ripping Death
JEAN BARBY

**"QUALITY IS
EXQUISITE
AND THE KIT
COMES WITH
A CHOICE OF
MASKS OR
DECALS
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VERY
WELCOME
FLEXIBILITY"**

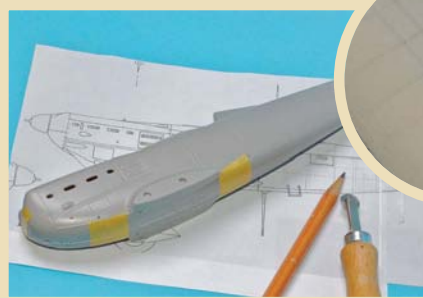


It seems that Montex did put to good use the book on the subject from "Les Ailes de Gloire", and the plans in this book were enlarged to 1:32 scale to help me draw the rivets lines with a black pencil, then putting Rosie the Riveter to work.

I did follow the instruction booklet and started with the cockpit. The dominant color is "Chamois" (Gunze H-318), the seat is aluminium and the harness was taken from the D-520 from Azur, quite a family story should I say! The exhausts must be glued in place now, then the fuselage can be closed.

To eliminate the joint lines on the resin kit I used the cocktail of Super glue and accelerator, in this case Zap products, sanded smooth, micromesh to take care of the little scratches, and to finish, scribing of the lost panel lines.

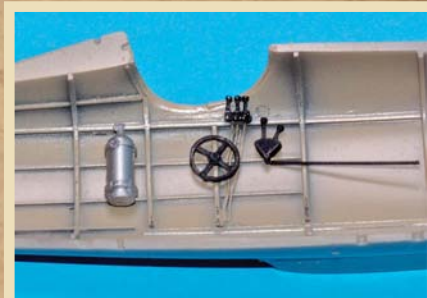
Everything goes on smoothly, and once the radiator is in place, the fuselage is done. It is time to work on the sub-assemblies like the undercarriage (remember to paint the wheels first!) and the wings.



Using "Les ailes de Gloire" plan, increased to 1/32nd, the whole aircraft is riveted.



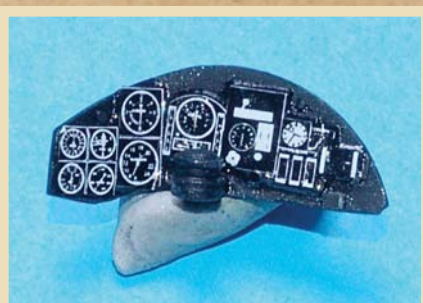
Some black pre shading is applied to the fuselage structure.



The "Chamois" color is now sprayed.



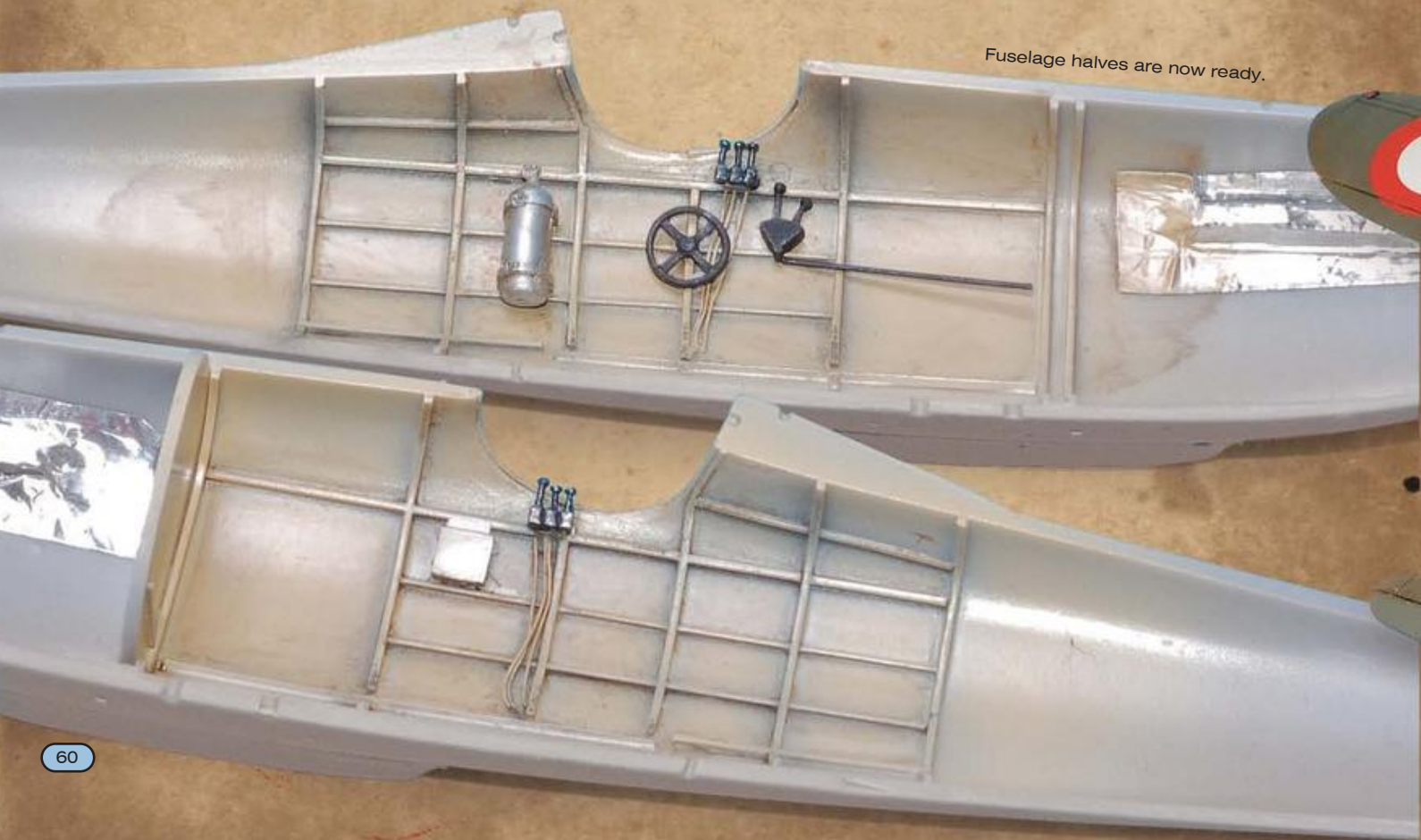
A glimpse at the cockpit floor with the seat in place.



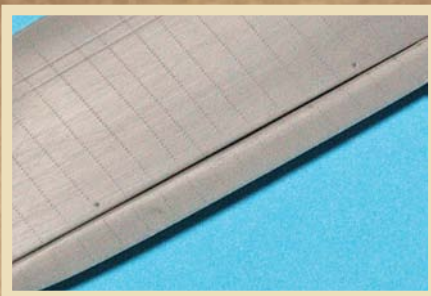
The kit instrument panel is provide as decals, but they work great.



The ventral radiator is ready to be put in place under the fuselage.



Fuselage halves are now ready.



Using this neat tip from WingNutWing, the aileron is fixed to the wing, no glue there!



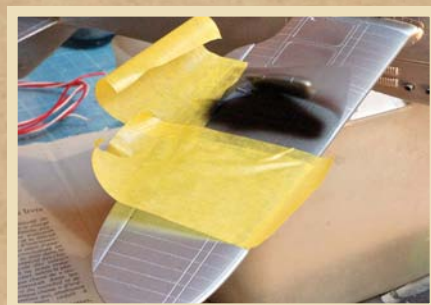
Masking tape is used to protect the wing and fuselage surfaces when putty is applied, thus saving the delicate engraving.



The different steps of the construction of the delicate undercarriage..



I have used Alclad for the undersides, White Aluminium, and Dark aluminium for some of the access hatches.

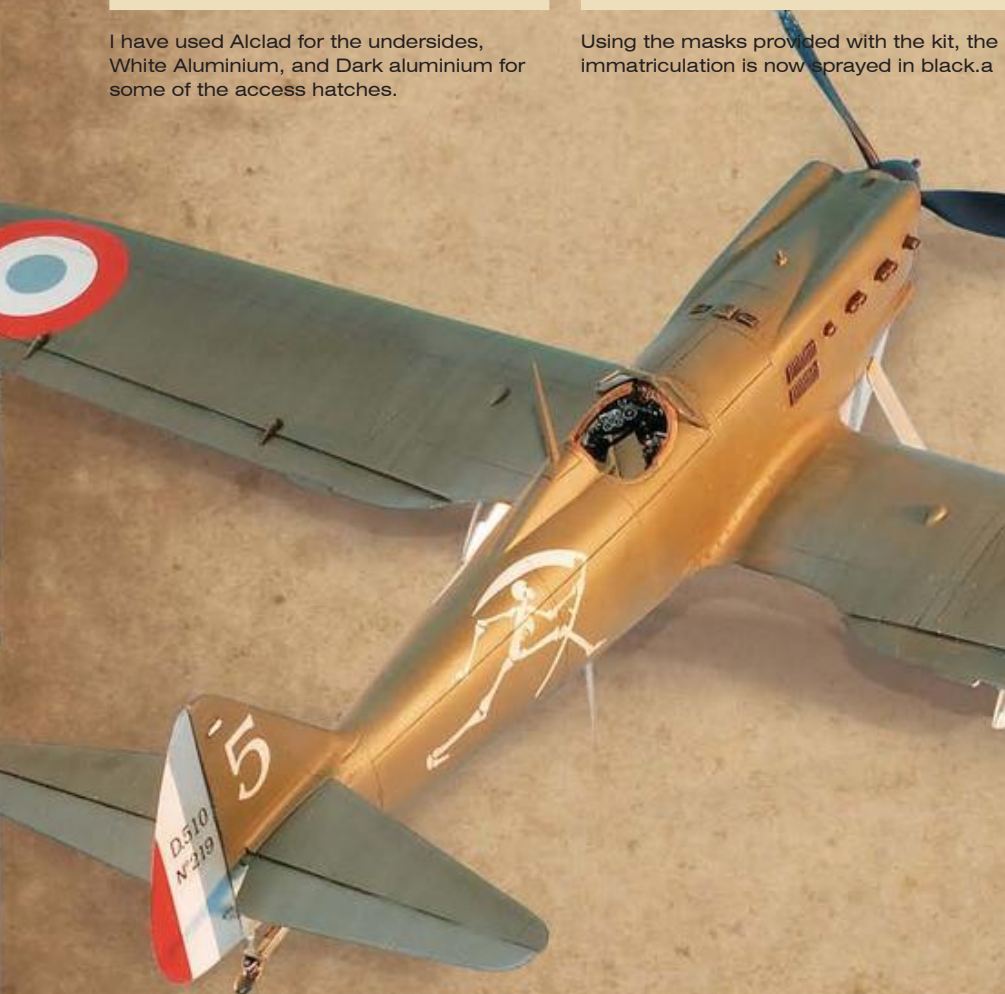


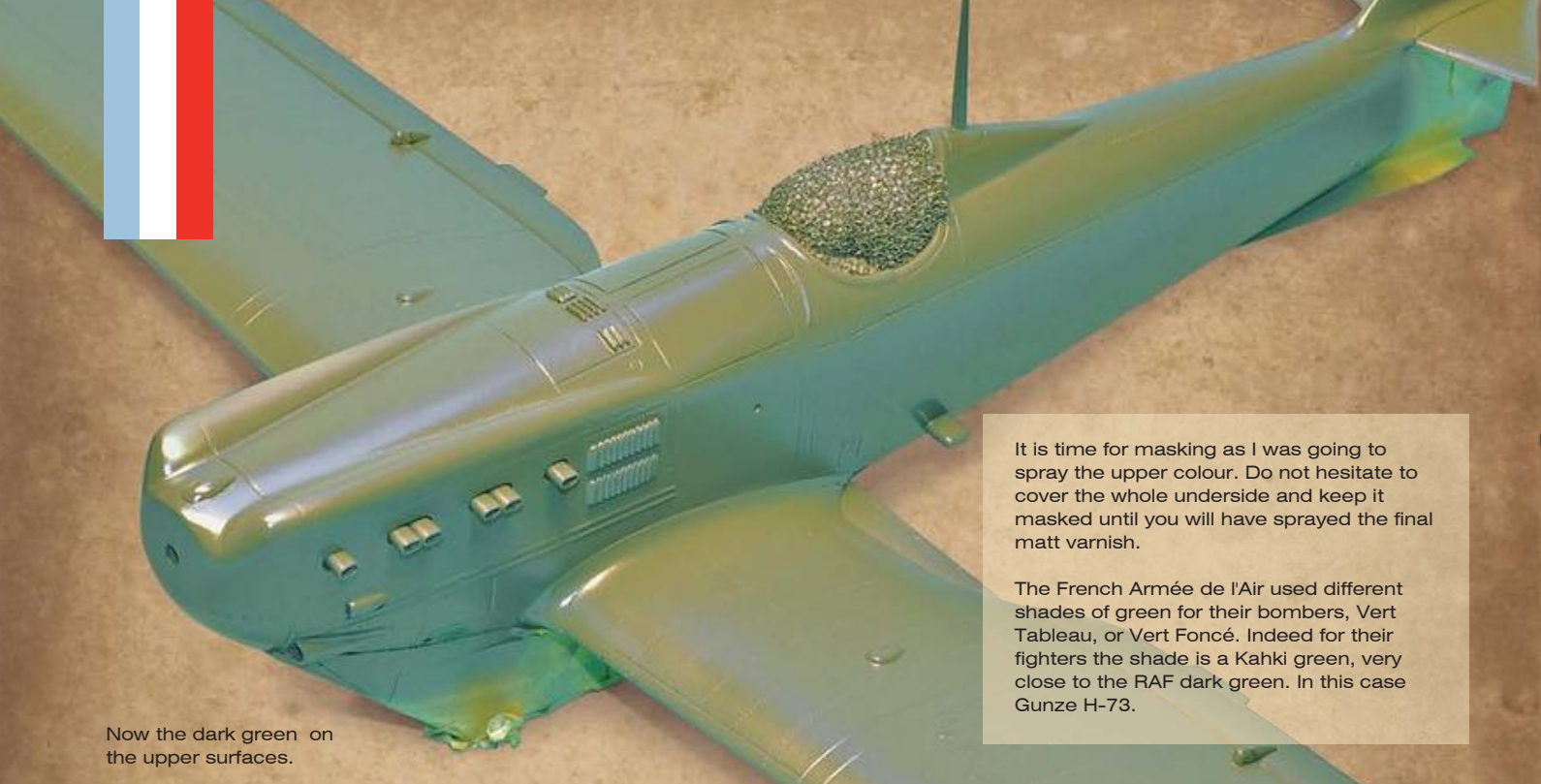
Using the masks provided with the kit, the immatriculation is now sprayed in black.



"MASKS WORK GREAT ON A FLAT SURFACE, ANY RAISED AREAS ARE A PAINT TRAP!"

For the wings I have used a great trick available on the WingNut Wings website: the ailerons are fixed into the wings with the help of electrical copper wires pins, which go inside pre-drilled holes in the wings. No glue and then no risk of breakage during the handling of the model. The wingspan of the D510 is impressive! Once the wings are in place, painting process can begin. From experience, it is much better not to glue anything under the wings until they are painted silver and until the black registration letters have been sprayed. Masks work great on a flat surface, any raised areas are a paint trap!





Now the dark green on the upper surfaces.

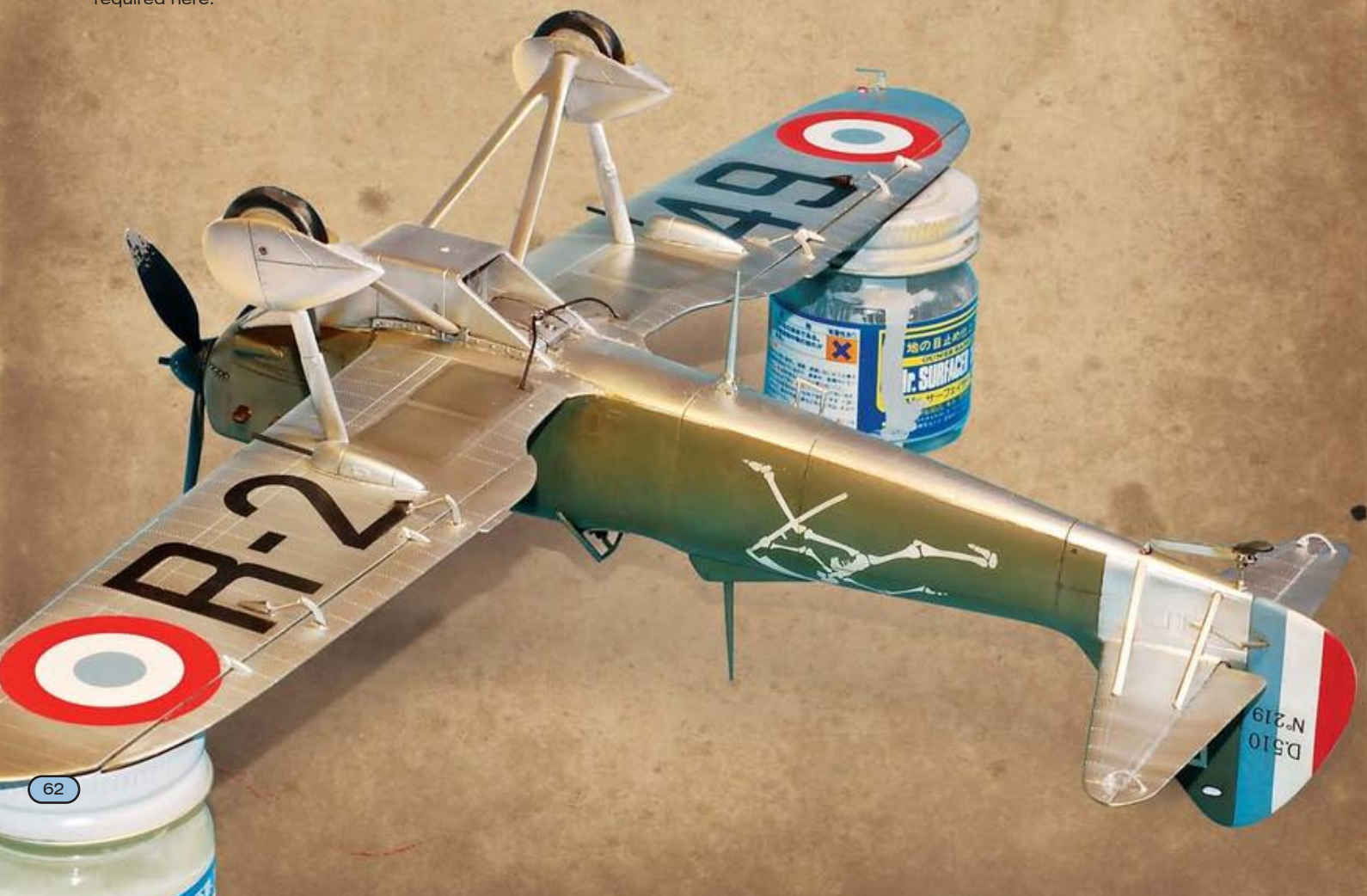
It is time for masking as I was going to spray the upper colour. Do not hesitate to cover the whole underside and keep it masked until you will have sprayed the final matt varnish.

The French Armée de l'Air used different shades of green for their bombers, Vert Tableau, or Vert Foncé. Indeed for their fighters the shade is a Kahki green, very close to the RAF dark green. In this case Gunze H-73.



Tail number 5 and the large "Ripping death" insignia are painted white using Monteux masks. The large insignia is not very easy to handle and a lot of care and patience are required here.

Fuel lines are made of solder wire painted black.





"MONTEX HAS DONE A BEAUTIFUL MODEL OF A BEAUTIFUL AIRCRAFT, NOT OFTEN SEEN, I AM VERY GRATEFUL FOR THAT!"



Details close-up of the finished model.

At this stage a light weathering can be applied using your favourite method. On my model I used a lighter shade of green and pastel powders.

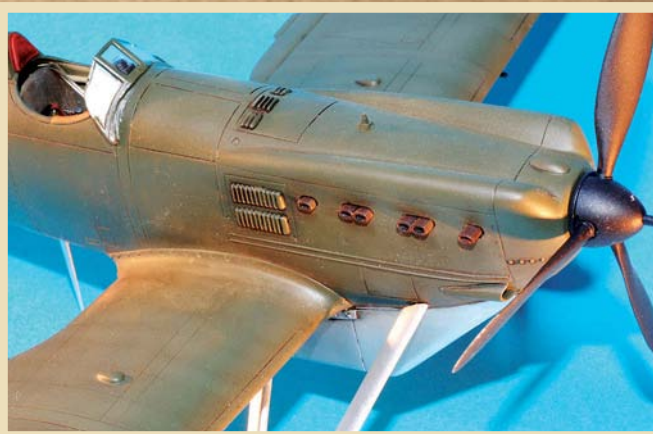
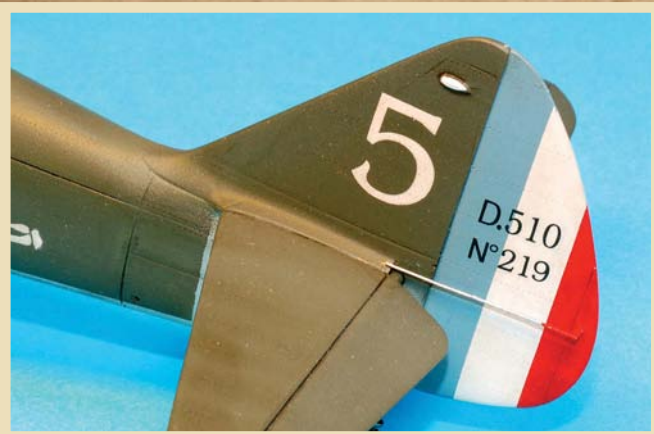
As I said, you have the choice of decals or masks. I must confess that I always have a hard time with the masks when it comes to painting roundels! Do not ask me why! So I went for a compromise with the decals onto which I used the masks to paint the blue part. As the blue provided is too light it was a necessary improvement, and at the same time the rudder was treated as well.

Using the vinyl mask for the "Ripping death" was quite something, but the result is gorgeous. You have to repeat the trick on the other side trying to respect the symmetry as much as you can... very funny!

Now we have the D-510 n° 219, R-249 from the 3rd Escadrille of Groupe de Chasse II/I based at Etampes in 1938.

Montex has done a beautiful model of a beautiful aircraft, not often seen, I am very grateful for that!

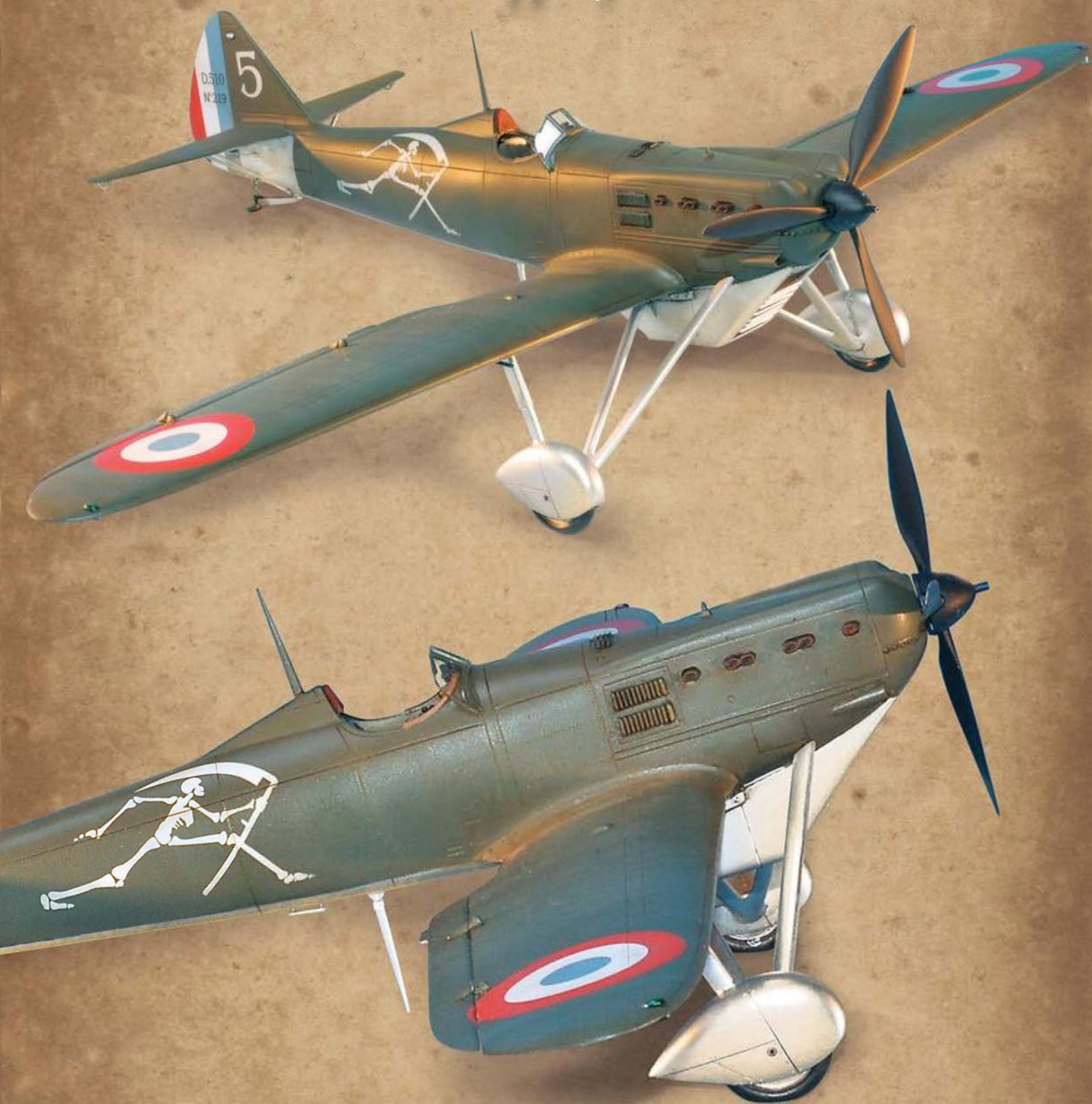




D510

DEWOITINE
MONTÉX 1:32

Ripping Death



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